

Mercedes-Benz

240 D

300 D



service



CLASS

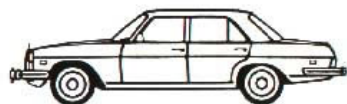
Owner's Manual

Mercedes-Benz

240 D

300 D

(115 D)



Owner's Manual

You have chosen to drive a MERCEDES-BENZ, a car in whose construction and production we have taken great pains because we believe that quality is not a matter of chance.

Perhaps you have already had experience with a MERCEDES, maybe this is your first car from the DAIMLER-BENZ company. In both cases — for your own benefit — please read this owner's manual before putting it away. Even though you have been driving a car for years, some things in this car may be new to you, and this manual certainly contains a few hints which will help you to make the most of your new car.

We wish you safe and pleasant motoring.

DAIMLER-BENZ Aktiengesellschaft

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This Owner's Manual also describes optional extras as far as an introduction on their handling is required. As these extras need to be ordered separately, the equipment of your vehicle may deviate from the descriptions and illustrations to some extent.

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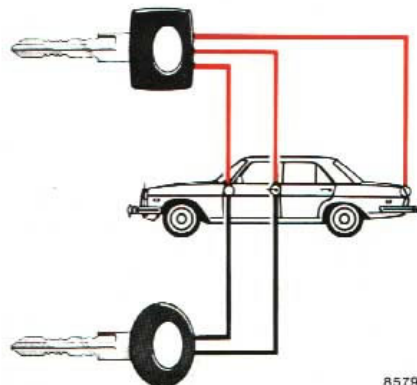
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Vehicle Operation

Keys Doors



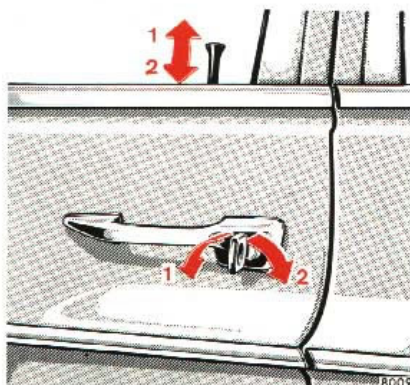
Master Key — square-headed — fits all locks on the car.

Supplementary Key — rounded head — fits only the door locks and the steering lock.

Opening the Doors

From the outside: push button in door handle.

From the inside: pull handle in the door panel.



Locking and Unlocking of Doors

From the outside: turn key.

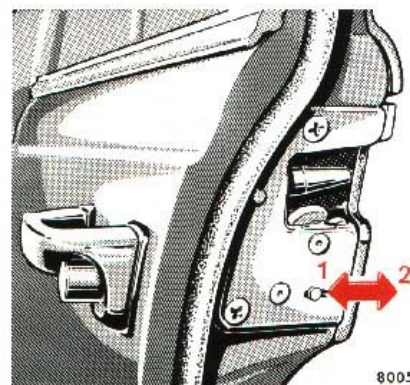
From the inside: actuate plunger.

- 1 Unlocking
- 2 Locking

When the plunger is pushed down the rear doors cannot be opened from the outside or the inside.

One cannot lock:

- the driver's door if it is open
- each door if the door lock has not engaged fully. In this case open the door and close it again.



Childproof Lock (Rear Doors)

To actuate safety catch:

- 1 Unlocked
- 2 Locked

When closed, the doors can no longer be opened from inside. The unlocked doors can be opened from outside (plunger up).

Master Lock System

The master lock system simultaneously locks or unlocks together with the driver's door all other doors, fuel tank filler flap and trunk lid. As the driver's door plunger is moved, the plungers of all other doors must move at the same time. If this is not the case, the lock of the corresponding door has not engaged fully. Open the door once more and close it correctly. Master lock system and childproof locks are independent of each other.

When the master lock system has been applied, the lock plungers of the front passenger door and the rear doors can also be operated manually. In addition to this, the front passenger door can be locked or unlocked by means of the key.

The master lock system can only be applied by depressing the plunger on the driver's door. Lock plungers of the other doors cannot be depressed individually.

On a vehicle with master lock system the trunk lid can also be unlocked separately. Turn master key counter-clockwise to the stop, push in the trunk lock button with it and lift the lid. Return the key to its initial position and withdraw it. To lock the lid, close it firmly. It will then be locked again by the master lock system.

A provision has been made to facilitate permanent locking of the trunk lid for positive prevention of access to trunk by unauthorized persons.

Before leaving vehicle with an attendant, lock trunk lock with master key (square head) by turning key clockwise to stop (tumbler slot vertical), then remove square-headed key and provide attendant with round-headed supplementary key. Thus, the trunk lock has been excluded from the operation of the master lock system and cannot be

opened except with the square-headed master key.

To reverse this, turn trunk lock counter-clockwise back to horizontal position of the tumbler slot with master key. Lock will then be reengaged in master lock system, that is, it will automatically be locked or unlocked depending on whether the driver's door is locked or unlocked.

The master lock system operates on vacuum generated by the engine. A reservoir allows the master lock system to be actuated about five times after the engine is turned off. If the system can then no longer be engaged, idle engine for a short period.

If no vacuum is available, doors and trunk have to be locked individually in the normal manner. The fuel tank filler flap, however, remains unlocked.

Windows

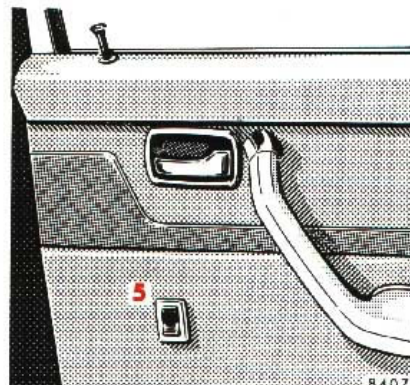


Electric Window Lifters

Switch group for window lifters:

- 1 front, left
- 2 rear, left
- 3 rear, right
- 4 front, right
- S Safety switch

Steering lock key in position "2".
The side windows can be operated as follows:



1. By depressing one of the switches 1 — 4 (one for each window) located in a switch group in front of the oddments tray.
2. By actuation of the individual switches (5) under each rear side window. If safety switch (S) is not depressed, inadvertent operation of the rear windows (e. g. by children) is prevented.

When the ignition switch is turned off, the windows cannot be operated.



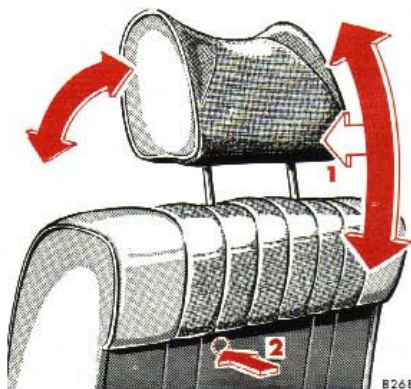
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Front Seat Adjustment

Forward/backward adjustment: lift handle (1), slide seat to desired position and allow handle to reengage.

Backrest tilt: turn handwheel (2) backwards or forwards to achieve desired position.

For full reclining of backrest, seat should be moved to one of the forwardmost positions and headrest removed. For driving, return seat rearwards and backrest to upright position. Replace headrest.



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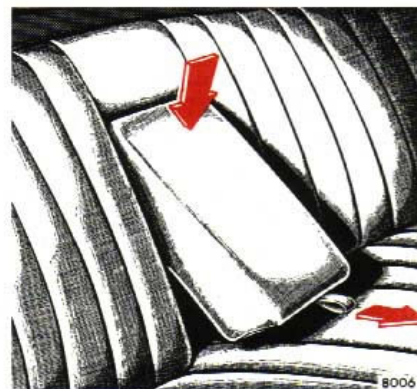
Safety Headrest

Adjust headrest to support the back of the head at the level of the upper end of ear. For height adjustment or for removal, push headrest slightly forward (1).

To detach the headrest, release arrester by depressing a button to be felt under the backrest covering material.

Front seats: button below L/H headrest stirrup (2).

Rear seats: button above between both headrest stirrups.



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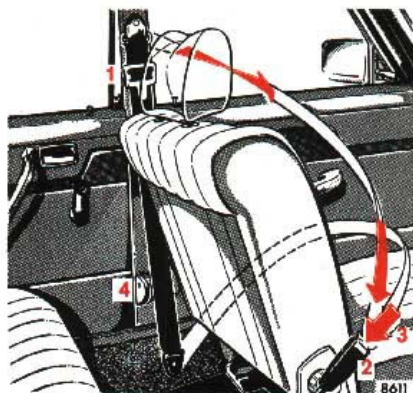
Arm Rest (Rear Seat)

A center arm rest is provided in the rear seat which can be pulled out with a loop.

When replacing, lift at the rear.

For the removal of the rear seat cushion see "Practical Hints".

Seats

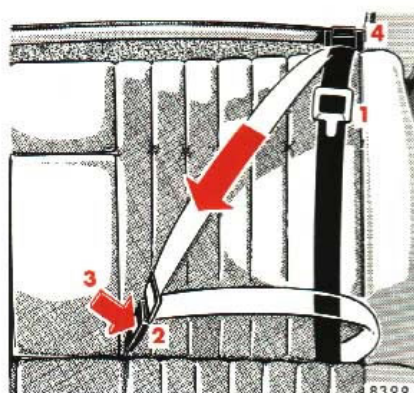


Fastening of front and outer rear seat belts (with inertia reel):

- Pull belt with tongue (1) across shoulder and lap. The belt must not be twisted and must be tight.
- Press tongue (1) into buckle (2) and allow to engage audibly.

Unfasten, front and rear:

- Depress red button "PRESS" (3) in buckle (2).
- Return tongue (1) to initial position.



Fastening of rear center seat belt (without inertia reel):

- Pull belt across the lap. It must not be twisted and must be tight.
- Press tongue into buckle and allow to engage audibly.

Adjustment of rear center seat belt:

To lengthen, turn belt buckle (on LH side of belt) to be at right angles to the belt and pull the tongue.
To shorten, pull loose end of belt.

Operation:

The safety belt inertia reel (4) stops the belt unwinding further in case of vehicle deceleration in any direction or if the belt is pulled out quickly.

The rear center seat belt can only be adjusted manually.

Functional test:

The locking function of the inertia reel can be tested by braking, negotiating a bend or by pulling the belt out quickly.

Note:

No safety belt can be used for more than one person. Belts are not intended for children (below the age of 6).

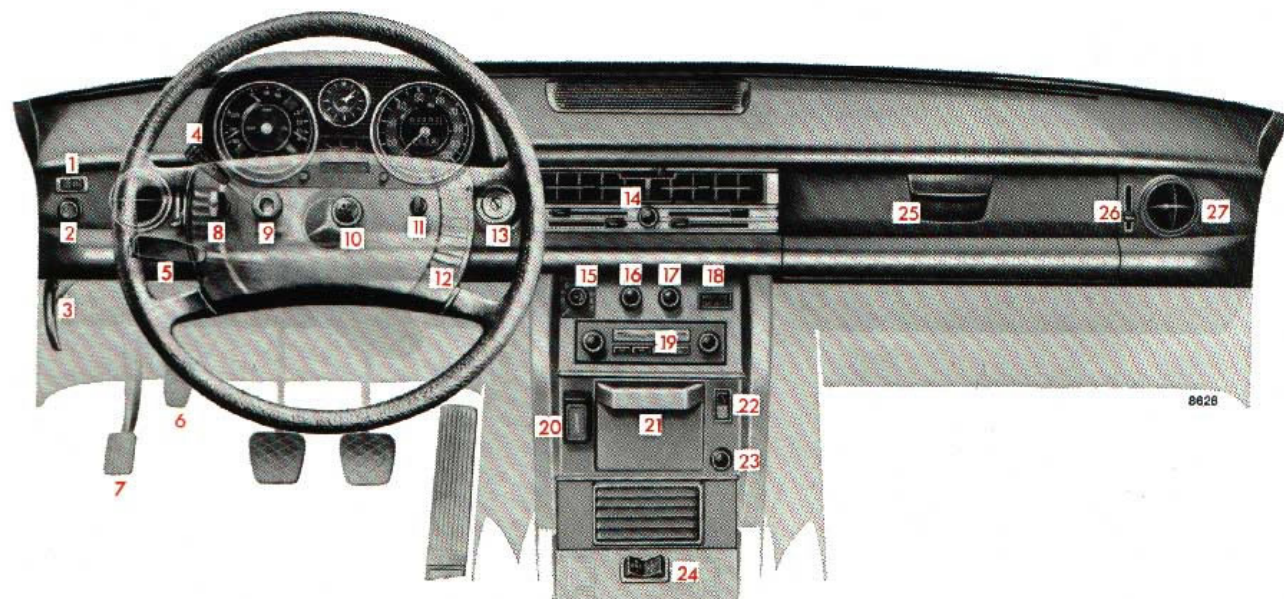
After an accident or in case of substantial damage to the webbing, the safety belts being used must be replaced. The belt anchors in the vehicle must be checked.

No modifications which affect the efficiency of the belt must be made. If in doubt, please ask at your MERCEDES-BENZ service station.

Instruments and Controls

- | | | | |
|----|----------------------------------------------------------------------------------------------------------|----|-----------------------------------------------------------------------|
| 1 | Switch for rear passenger compartment light | 14 | Heating and ventilation |
| 2 | Parking brake release button | 15 | Air conditioning temperature control switch |
| 3 | Hood release lever | 16 | Loudspeaker — fader control |
| 4 | Automatic cruise control | 17 | Lighter |
| 5 | Combination switch | 18 | Seat belt warning |
| 6 | Control knob for windshield washer system When in operation, the windshield wipers are also activated | 19 | Radio |
| 7 | Parking brake pedal | 20 | Hazard warning flasher switch |
| 8 | Light switch | 21 | Ashtray |
| 9 | Preglow/starter knob (only on type 240 D) | 22 | Electric sliding roof control |
| 10 | Preglowing control light (only on type 240 D) | 23 | Switch for heated rear window |
| 11 | Idle speed adjuster | 24 | Switch for semi-automatic antenna |
| 12 | Horn control | 25 | Glove compartment, lighted (only if steering lock is in position "2") |
| 13 | Steering lock (only on type 300 D: steering lock with preglow/starter knob) | 26 | Control levers (for side ventilation) |
| | | 27 | Air vents (for side ventilation) |

Instruments and Controls



Instruments and Controls

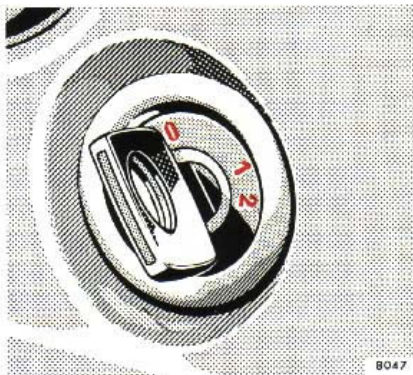
Instrument Cluster, Clock, Speedometer, Indicator Lights

- 1** Coolant temperature gauge ($^{\circ}$ F)
Red marking: Maximum permissible temperature for an antifreeze-blended fill protecting down to -22° F (-30° C)
- 2** Fuel gauge
- 3** Oil pressure gauge (psi)
- 4** Knob for clock hands (press in to adjust)
- 5** Turn signal indicator light, left (green)
- 6** High beam indicator light, blue
- 7** Turn signal indicator light, right (green)
- 8** Total odometer
- 9** Trip odometer
- 10** Preglowing indicator, orange (only on type 300 D)
- 11** Ressetting knob for trip odometer
- 12** Control knob for instrument light (continuous)
- 13** Charging indicator light, red
Burns red when steering lock key is turned to driving position "2" and will go out at idle speed
- 14** Fuel tank reserve warning light, orange
Spare fuel for approx. 22 — 25 miles
- 15** Brake warning light (red) comes on if
 - the parking brake is engaged
 - too little brake fluid is in the reservoir
 - there is a leak in the brake system

Instruments and Controls



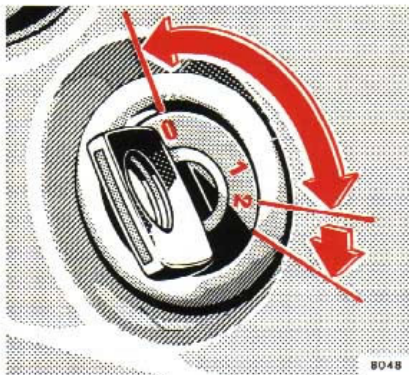
Instruments and Controls



240 D

Steering Lock

- 0 Steering is locked when the key is removed.
Key can be removed only in this position.
- 1 Steering is unlocked.
(If necessary, move steering wheel slightly to turn the key clockwise to position "1".)



300 D

2 240 D

The engine can be started.
Key can be returned to position "1" or "0" only when the preglow/starter knob is pressed in completely.

300 D

Preglowing takes place.

Starting:

Continue turning key clockwise to the stop. The starter is engaged when the key is pressed against the stop. The installed starter non-repeat unit requires the key to be returned to position "0" prior to a new starting attempt.

Notes:

The following consuming units can be operated with the key in steering lock position "1":

240 D

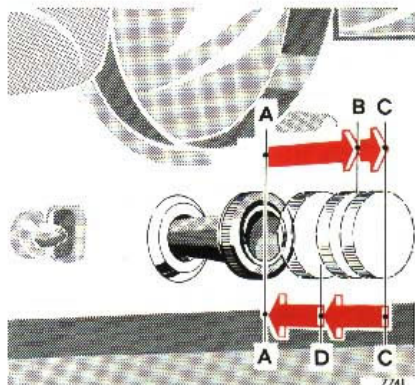
Radio

300 D

Radio, cigar lighter, blower, windshield wiper and headlight flasher.

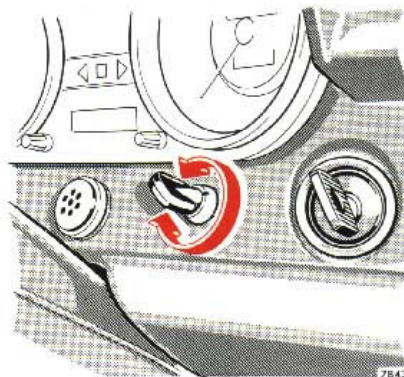
The power supply to the standing lights is disrupted if the key in the steering lock is in position "2".

A warning buzzer sounds when the key has been left in steering lock positions "1" or "0" and the driver's door is opened.



Preglow/Starter Knob (240 D)

- A** To shut off the engine, push in knob completely.
- B** To heat the glow plugs, pull knob to first position.
- C** To start the engine, pull out knob to final stop.
- D** For driving, release knob as soon as the engine fires. It will return to driving position "D" automatically.



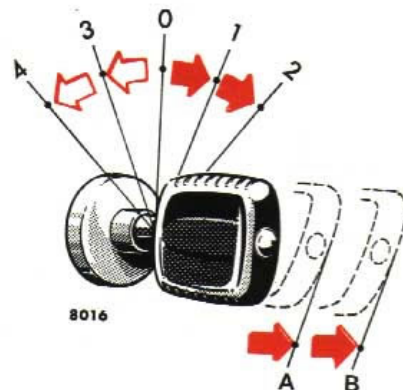
Idle Speed Adjuster

To increase idle speed, turn knob counterclockwise.

To decrease idle speed, turn knob clockwise.

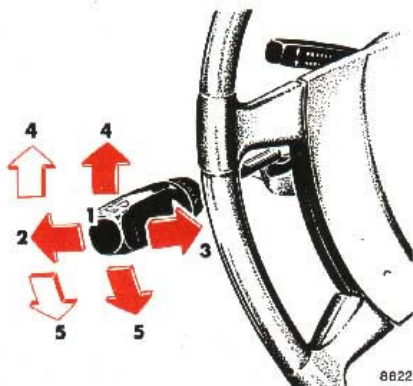
Light Switch

- 0** Off-position



- 1** Parking lights (includes side marker lights, tail lights, license plate lights, instrument panel lights)
- 2** Same as pos. 1 plus headlights
- 3** Standing lights, right
- 4** Standing lights, left
- A** Turn to position 2 and pull out to first detent = same as position 2 plus fog lights
- B** Available for an optional extra

Instruments and Controls



Combination Switch

- 1 Low beam (turn light switch clockwise two notches)
- 2 High beam (turn light switch clockwise two notches)
- 3 Headlight flasher (high beam available independent from light switch position)
- 4 Turn signals, right
- 5 Turn signals, left



6 Windshield wiper speeds

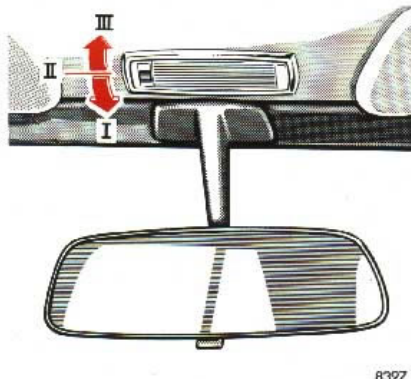
- 0 Windshield wiper switched off
- I Intermittent wiping
- II Normal wiper speed
- III High wiper speed

Hints

For brief signalling, such as changing lanes on an expressway, tip switch until resistance is felt and hold it there. The switch will return to the neutral position when released. In a normal turning situation such as turning a corner, press switch beyond resistance. The turn signal is cancelled automatically after the turn is completed.

If one of the turn signals fails, the turn signal indicator system flashes and sounds at a faster sequence than under normal operating conditions.

Fog lights will only operate together with low beam headlights. Fog lights are turned off automatically when light switch is returned to off-position.



Interior Lights

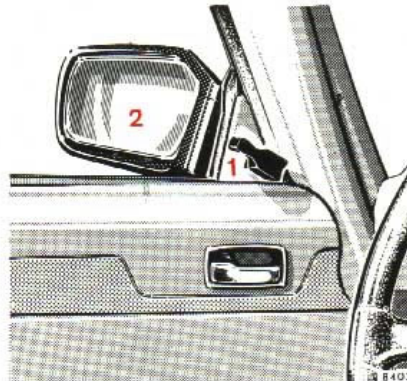
Three switching positions are provided for the reading light switch on the windshield upper frame.

Position I: light is switched on and off by the front door contact switches.

Position II: light is continuously switched off.

Position III: light is continuously switched on.

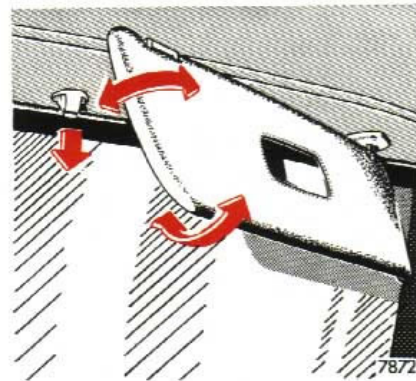
The rear courtesy light is switched on and off by means of the toggle switch on the instrument panel.



Rear View Mirrors

Outside rear view mirror: Outside rear view mirror (2) can be randomly adjusted from inside by means of lever (1). If the mirror housing has been forcibly removed from its safety catch, it must be repositioned by applying firm pressure.

Inside rear view mirror: Mirror housing can be randomly adjusted. In addition mirror proper can be tilted by means of lever on lower mirror edge. Lever in opposite driving direction = normal position. Lever in driving direction = anti-dazzle position.



Sun Visor

To protect against dazzling sunlight from ahead, fold the sun visor downwards.

In the event of strong sunlight through the side windows, remove the sun visor from its inner fixture and swing it sideways.

Various Equipment



Lighter

Push the lighter (1) in to heat it. It will pop out as soon as the filament glows.

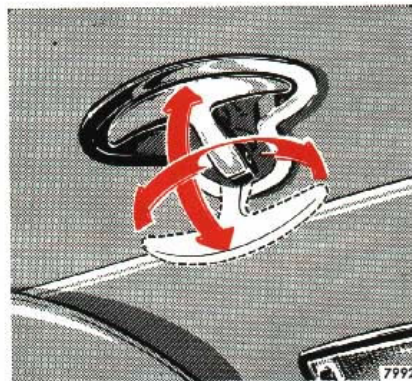
Heated Rear Window

Turn steering lock key to position switch "2". Pull switch to turn on. Push switch to turn off.

The switch returns to its initial position by itself and the heater will be cut off automatically after 30 minutes at the latest.

When the rear window heater is in operation, a white indicator light in the switch comes on.

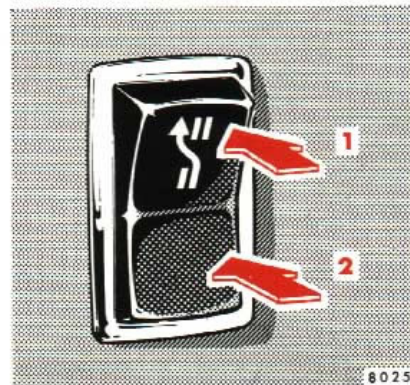
Because of the relatively high power requirement a heavy load is imposed on the battery. Therefore, switch off the rear window heater as soon as the window is demisted or defrosted. First of all, however, clear heavy layers of ice or snow.



Sliding Roof

Manual operation

To release, swing down locking lever and turn by half a revolution (180°) to the stop. Slide roof to the desired position. To secure, turn back the locking lever to the stop and swing up.

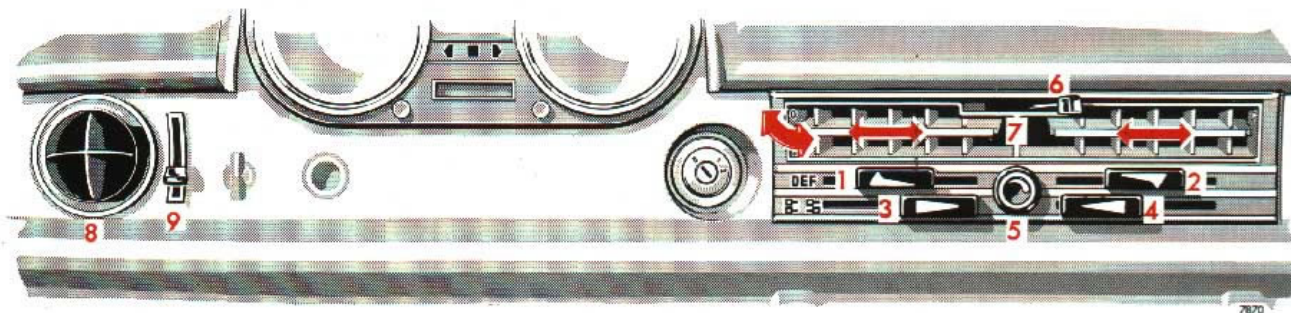


Electrical operation

To open, press upper section (1) of toggle switch located beside forward ashtray; to close, press lower section (2).

The sliding roof may also be moved by hand if the electrical drive fails. Refer to "Electrical System".

Heating and Ventilation



Air to windshield
lever out = open
lever in = closed



Air to front and rear floor space
lever out = open
lever in = closed



Heater left side
lever out = open = warm
lever in = closed = cold
Levers 1 and 2 must be in open position for heating



Heater right side
lever out = open = warm
lever in = closed = cold
Levers 1 and 2 must be in open position for heating

5 Blower switch (3-speed)
turn to the right = on

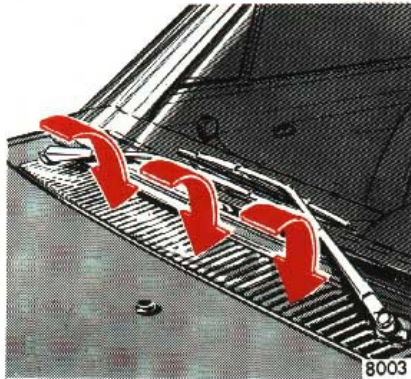
6 Additional fresh air
lever to the left = open
lever to the right = closed

7 Additional fresh air outlet;
outlet frame tilts upwards, vanes
swivel sideways

8 Side ventilation outlet;
eyeballs swivel omnidirectionally

9 Side ventilation lever
up = open
down = closed

Heating and Ventilation



The fresh air intake is located in front of the windshield (cowl) and should be kept free of snow.

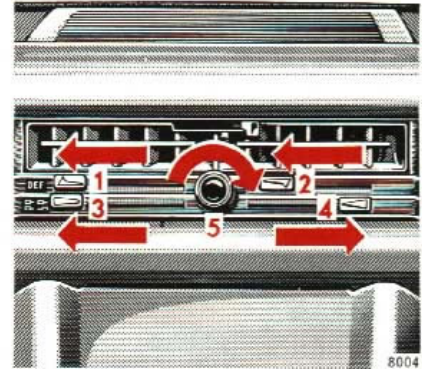
The fresh air volume supplied to the interior of the car is controlled via levers 1, 2 and 9. Levers 3 and 4 control the heating of this air.

Additional nonheated fresh air is available by moving lever 6.



Turn on the blower by means of rotary switch 5 to heat or ventilate the stationary vehicle or if an insufficient volume of air is available during the ride.

When the windows are closed, the air is expelled through the vents below the rear window. Do not cover up the vents with clothes or similar.

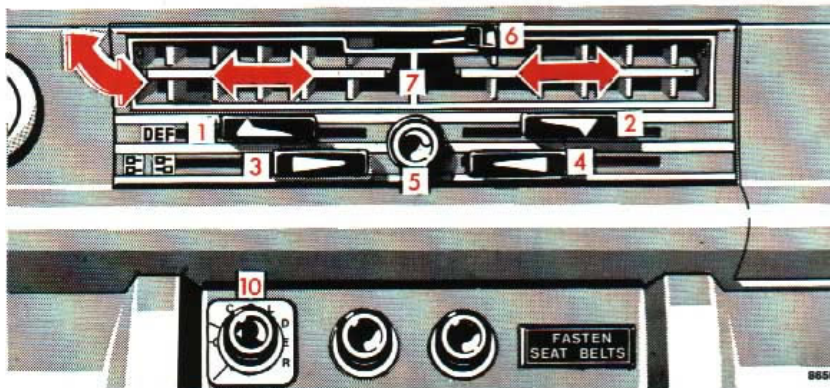


To defrost the windshield (DEF), move levers 1, 3 and 4 outwards and lever 2 to the inner position. Turn blower to top speed with rotary switch 5.

To defrost the side windows, also push up lever 9 and direct adjustable outlets 8 towards the side windows.

Air Conditioning System

The temperature in the car be lowered by combining the effects of the air conditioning and ventilating systems. The air is then constantly cooled by circulation. When temperature and blower switches (10) and (5) are turned on, the air is drawn in through louvers in the center console and channelled through the evaporator. The cooled air returns through fresh air outlet (7) and the side ventilation and windshield defrosting outlets with the air volume being controlled via the pertinent levers. The air conditioner is in working condition only if the engine is running. High engine speed corresponds to high compressor speed and thus means increased cooling effect.



- 5 Three-speed blower switch
To switch, turn to the right.
- 10 Temperature switch
Turn to the right to switch on the air conditioner. Infinite control of the cooling effect is obtained by turning the switch further on to the stop. Fresh air supply via levers 1 and 6 as well as the side ventilation lever is then cut off.
- 1 and 6 Air supply levers
When the temperature switch is turned on, the cool air supply can be controlled via these levers plus the ones for side ventilation.
- 2 Air volume control lever
This lever permits the supply of fresh air to the floor space even when the air conditioner is on. Such air can be heated by shifting levers 3 and 4.

Rapid cooling

- Turn on temperature and blower switches to achieve maximum effect.
- Move air supply lever (6) and side ventilation levers to position "Open".
- Shift air volume control levers (1 and 2) and heater levers (3 and 4) to position "Closed".
- Close side windows completely. (Hot air inside the car can first be evacuated by briefly driving with the side windows down.)

To obtain draft-free air dispersion after rapid cooling, the air volume control lever(1) may be opened directing cool air to the windshield.

After sufficient cooling, fresh air may be supplied to the floor space. Move air volume control lever (2) outwards.

To reduce the cooling effect, rotate both the blower switch **and** the temperature switch to the left.

Fogging on the inside of windows

The air conditioner can be switched on in addition to the heater. The moisture inside of the vehicle will then be absorbed by the evaporator of the air conditioning system.

Windshield fogging on the outside

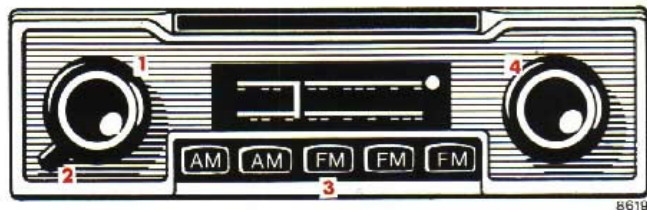
Condensation may form on the outside of the windshield in relatively damp weather. In such case reduce the cooling effect or move air volume control lever (1) to the inner position.

Important!

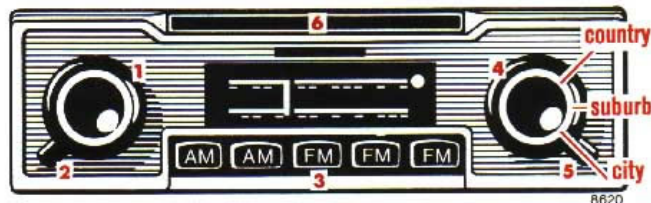
If cooling is insufficient, although the temperature switch has been turned on fully for some time, this may be caused by the formation of ice on the evaporator which in turn is induced by damp external air supplied at low blower speed. For this reason allow only little outside air to enter the car and when reducing the cooling effect, turn both the blower switch **and** the temperature switch to the left.

In order to maintain the air conditioning system in good working order, it is necessary to operate the system for a brief period at least once a month. This includes the seasons when it is normally not in use. To avoid annoying cold air switch the blower to first speed only.

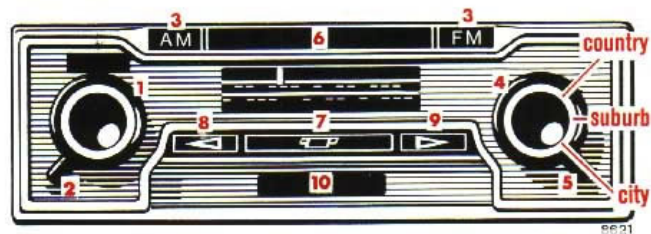
Radio



Manually tuned radio



Automatically tuned radio



Cassette type radio

- 1 On — Off/Volume
- 2 Tone
- 3 Push buttons for band selection and tuning to preset stations (band selection only for cassette type radio)
- 4 Manual tuning
- 5 Sensitivity Switch
- 6 Automatic tuning (Grand Prix and Mexico models only)
- 7 Cassette Release
- 8 Fast advance
- 9 Fast rewind
- 10 Cassette Slot

For control location, refer to the illustration of the type of radio installed in your MERCEDES-BENZ.

The radio can only be operated with the ignition key in the number "1" or "2" position.

On — Off/Volume

Turn button (1) clockwise to switch radio on and to increase volume. Green control light on the dial will light up.

Tone

Turn lever (2) clockwise to increase treble tones and counter-clockwise to increase bass tones.

Fader Control

The fader control is installed whenever the vehicle is equipped with rear speakers. Turn clockwise to increase volume of rear speakers and counter-clockwise to increase volume of front speakers.

Station tuning

First, select desired band by pushing one of the AM or FM station buttons in (3), then tune manually by turning control knob (4). For good reception, precise manual tuning is important. To preset stations in either the AM or FM band (except Mexico Cassette

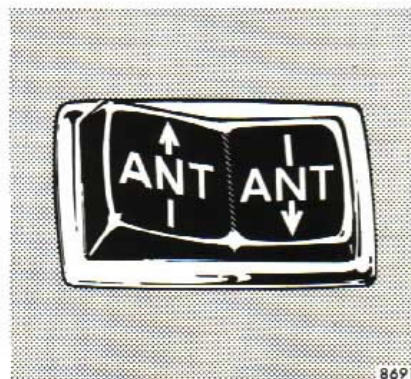
Model), pull station buttons (3) straight out, carefully tune the desired station in, then push button slowly and firmly all the way in.

Automatic station tuning
(automatic and cassette type radio)

Select desired band by pressing automatic push button (6). The selector moves from the left to the right side of the dial and stops at every usable station. It moves on to the next station when pressing the automatic push button again. After reaching the end of the dial, the selector returns to the left side of the dial and resumes searching.

Depending upon the position of the sensitivity switch (5), a larger or smaller number of stations is automatically.

| | |
|-------------------------|--------------------------------------------------|
| Position I "country" | Selector stops at every usable station |
| Position II "suburb" | Selector stops only at more powerful stations |
| Position III "city" | Selector stops only at the strongest stations |



Semi-Automatic Antenna

The antenna height is controlled with a rocker switch. This serves the purpose of reducing the strength of incoming signals in inner-city driving conditions by lowering the antenna to eliminate distortion resulting from excessive signal strength. Such excessive signals frequently occur in cities due to overlapping of signals, called multipath signals, which cause

Radio

great variations of signal strength. Reflections of FM signals, which can only travel in a direct line of vision, are frequently experienced and can also cause a loss of signals by cancelling signals against each other or by shadowing signals which can lead to station swapping.

Lowering the antenna can be used to reduce the strength of signals received, but it cannot compensate for a loss of signals as a result of geographical conditions. Thus, a minimum amount of interference is sometimes unavoidable.

When operating the radio in fringe areas of the city in the FM or FM stereo mode, the antenna should be

extended completely to receive the full antenna signal strength from powerful stations.

Stereo Reception

When tuned to an FM stereo station, the radio stereo beacon will glow on the dial. Stereo reception of good quality is only possible in areas of high signal strength and within the limits otherwise described. Stereo signal transmission requires signals of much greater strength than ordinary mono reception. These strong signals are not available everywhere, and are furthermore limited by the mobility of the receiver as used in a vehicle.

Your radio is equipped with a specially designed signal decoder which will switch the radio from the stereo to the mono mode automatically and without causing interference when signals of insufficient strength are received (the stereo beacon will remain lit, however). The radio will return to the stereo mode automatically if signal strength permits it.

AM — FM Stereo Radio Cassette Tape Player

This type of radio provides tape recorded stereo music through the unique combination of all the features of an automatic-signal-seeking stereo radio with a tape player.

Tape Player Operation

Fully insert a tape cassette with the full spool on the left side through the swing-away door. System operation switches automatically from radio to tape. The cassette will be automatically released after the program on this side of the tape has been played. The radio will simultaneously return to normal radio operation. To play the other side of the tape, reverse the cassette upside down and reinsert. The cassette can be manually released by pushing the release bar (7).

Fast advance or rewind is done by pushing either button with symbols ◀ (advance) or ▶ (rewind).

Tape cassette and Player Care

We strongly recommend to use only good quality cassettes, type C 60 or C 90. In case the tape should become unwound, use a pencil or similar object to carefully rewind it.

Under normal operation, the tape player does not require any special maintenance. In case a decrease in sound quality is experienced, the pickup head and the capstan shaft should be cleaned with a swab moistened in rubbing alcohol to remove deposits. After approximately 500 hours of operation, the unit should be inspected and cleaned by a professional service.

Special Brochure about stereo operation

In case you are interested in obtaining further details concerning the operation of stereo radios in automobiles, a free brochure is available entitled "Facts About FM and FM Stereo Radio Performance in Automobiles". Please direct your inquiry to the head office at either MB of North America, Inc. or MBC Toronto. The address of either company is listed in the back of this owner's manual.

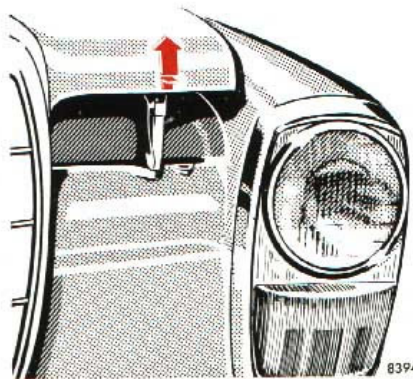
Driving



Hood



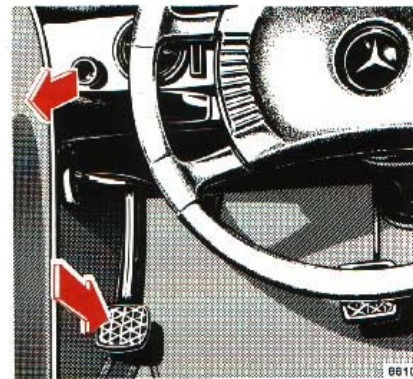
To open, pull release lever (below instrument panel on L-H side). The hood will open up to the safety catch stop. Push up safety catch plate under the L-H side of hood



(viewed in driving direction) and lift up hood. (Windshield wiper arms must not be folded forward.)

To close, press the hood down firmly.

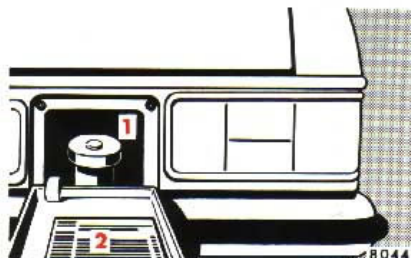
Parking Brake



Press the parking brake pedal down to the farthest possible catch. When the steering lock key is in position "2", the brake warning light in the instrument cluster comes on.

To release, pull release button on the instrument panel. The parking brake releases in one rapid movement. The parking brake warning light in the instrument cluster must go out.

Have the following items checked regularly and prior to any long trip



1 Fuel Supply

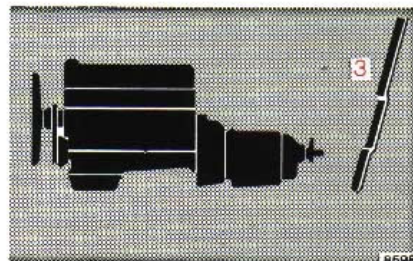
For winter and summer operation diesel fuels refer to "Fuels, Coolants, Lubricants, etc.".

2 Tire Pressure

Find the tire inflation pressure table in the fuel filler flap. Check at least once a week. For further information see "Wheels, Tires, Changing Wheels".

3 Oil Level: Engine, Automatic Transmission

See "Checking Fuels, Coolants, Lubricants, etc." and "Fuels, Coolants, Lubricants, etc.".



4 Coolant Level

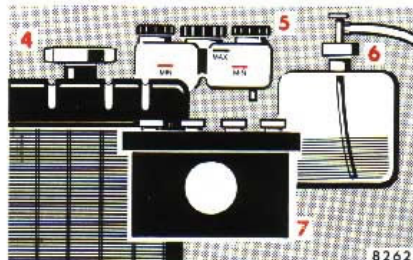
Up to the mark in the radiator filler neck. See "Checking Fuels, Coolants, Lubricants, etc." and "Fuels, Coolants, Lubricants, etc.".

5 Brake Fluid

When the minimum mark on the reservoir is reached, have the system checked (brake lining thickness, leaks).

6 Windshield Washer

Replenish with water mixed with MERCEDES-BENZ windshield washer detergent (container is in the engine compartment). Adhere to the mixing ratio printed on the package.



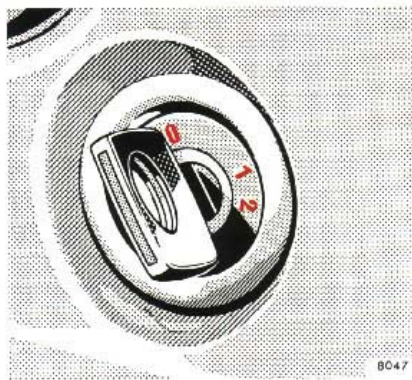
7 Battery

Replenish only with distilled water up to the marks in the cells. See "Electrical System".

Vehicle Lighting

Check for function and cleanliness.

Starting and Turning off the Engine 240 D

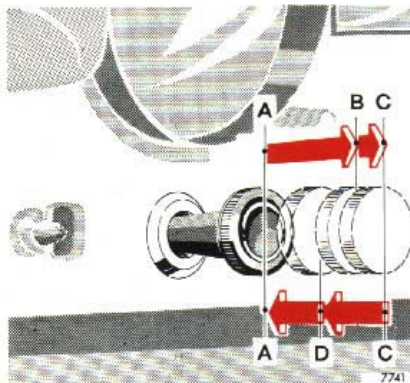


Shift gear shift lever to neutral before starting the engine (automatic transmission selector lever to "P" or "N").

Engage the parking brake or service brake.

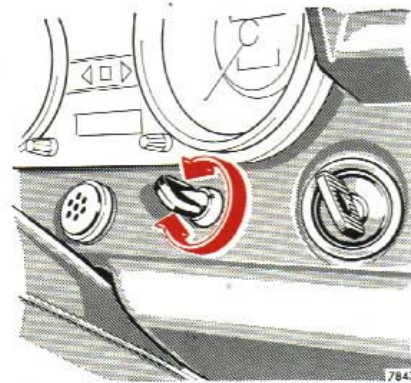
Turn the steering lock key to position "2". The charging indicator light must come on.

Rotate idle speed adjuster knob counterclockwise to the stop.



Pull out preglow/starter knob until resistance is felt (preglowing position B) and hold it there. Gradual lighting of the preglowing control light indicates that the glow plugs are heated.

Duration of preglowing depends on engine temperature and ambient temperature.



Preglowing of the cold engine:

Ambient temperature:
+68° F (+20° C) approx. 10 secs

Ambient temperature:
+32° F (0° C) approx. 20 secs

Ambient temperature:
+23° F (−5° C) approx. 30 secs

Lower temperatures require correspondingly longer preglowing — up to a maximum of 1 minute.

There is no preglowing required if the engine is at operating temperature.

Starting and Turning off the Engine 240 D

Pull preglow/starter knob further out to the stop (starting position C) and hold there until the engine fires.

Never engage the starter any longer than 30 seconds at a time.

If a starting attempt has failed, allow battery to recover for 30 — 60 seconds. Then preglow once more and pull out preglow/starter knob until the engine fires.

After the engine has started, release preglow/starter knob (it returns automatically to position D). Adjust idle speed as follows:

- Ambient temperature below 59° F (+15° C) and engine cold: Turn idle speed adjuster knob clockwise until the engine just runs smoothly.

- Ambient temperature above 59° F (+15° C): After approximately 10 seconds, turn idle speed adjuster knob clockwise to the stop.

With the engine at operating temperature the idle speed adjuster knob should be returned clockwise to the stop (normal position).

Observe oil pressure gauge right after starting. Oil pressure in a very cold engine will rise only gradually and some time after starting. In the narrow oil pressure gauge line the pressure rise will only gradually become effective. Do not speed up engine in the stationary vehicle before pressure is indicated on the oil pressure gauge. The charging control light must extinguish as soon as the engine is operating.

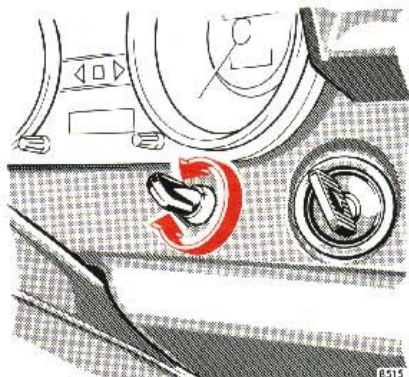
For low ambient temperature starting refer to "Winter Driving" and "Starting at low Ambient Temperatures".

Turning off

Push in preglow/starter knob completely (A). Turn key in steering lock to position "0" and remove only when the vehicle is at halt (can only be done when the preglow/starter knob is fully depressed). Shift selector lever to position "N" or "P" (automatic transmission).

With very high coolant temperatures (e. g. after hard driving on steep inclines), do not shut down the engine immediately but allow to run at slightly increased idle speed for another 1 — 2 minutes approximately.

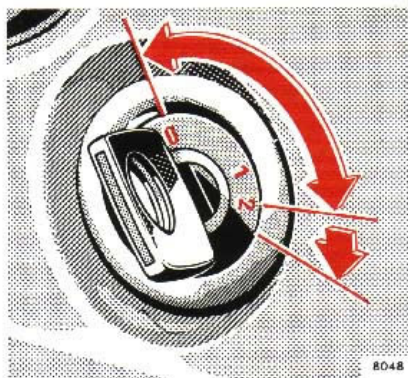
Starting and Turning off the Engine 300 D



Place the gear selector lever in either "N" or "P" position before starting the engine.

Actuate parking brake or service brake.

Rotate idle speed adjuster knob counterclockwise to the stop.



Turn key in steering lock to position "2". The charge indicator light must come on.

Preglowing starts. The preglowing indicator comes on only if the coolant temperature is less than approx. 158° F (70° C). When the preglowing indicator goes out, this signals that the engine can be started. Since the glow plugs continue to glow for approx. 1.5 minutes after the

preglowing indicator has gone out, the engine can be started within this period without requiring another preglowing action.

If the engine is at operating temperature (coolant temperature above approx. 158° F (70° C), the preglowing indicator does not light. The engine can be started at once.

To crank the engine, turn key clockwise. Release key only when the engine is running smoothly.

At ambient temperatures below +59° F (+15° C) and with the engine cold, depress accelerator while starting for at least half of its travel. At higher ambient temperatures, do not touch the accelerator while starting.

Stop cranking the engine and return key to position "0" if the engine has failed to fire after approx. 30 secs. Allow battery to recover for 30 → 60 secs. Then repeat entire starting procedure.

Starting and Turning off the Engine 300 D

If the engine has failed to fire or has stalled again, the preglowing indicator may not come on (depending on the temperature) when the steering lock is in position "2". Preglowing, however, has nevertheless taken place.

The preglowing interval should be approx. 1 minute, even if the preglowing control lights does not come on.

When the engine has started firing, adjust idle speed as follows:

- Ambient temperature below +59° F (+15° C) and engine cold: Turn idle speed adjuster knob clockwise until the engine just runs smoothly.
- Ambient temperature above +59° F (+15° C): After approx. 10 secs, turn idle speed adjuster knob clockwise to the stop.

With the engine at operating temperature the idle speed adjuster knob should be returned clockwise to the stop (normal position).

Observe oil pressure gauge right after starting. Oil pressure in a very cold engine will rise only gradually and some time after starting. In the narrow oil pressure gauge line the pressure rise will only gradually become effective. Do not speed up engine in the stationary vehicle before pressure is indicated on the oil pressure gauge. The charging control light must extinguish as soon as the engine is operating.

For low ambient temperature starting refer to "Winter Driving" and "Starting at low Ambient Temperatures".

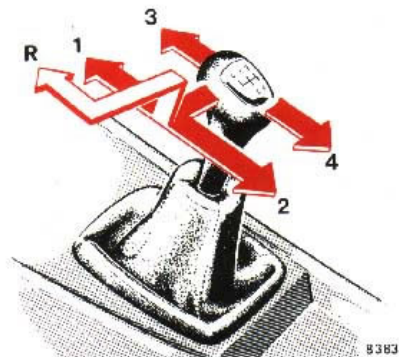
Turning off

Turn key in steering lock to position "0" and remove only when the vehicle has stopped. Move selector lever to position "P" or "N".

Should the engine continue to operate in steering lock position "0", refer to "Practical Hints".

With very high coolant temperatures (e. g. after hard driving on steep inclines), do not shut down the engine immediately but allow to run at slightly increased idle speed for another 1 — 2 minutes approximately.

Starting and Shifting Gears



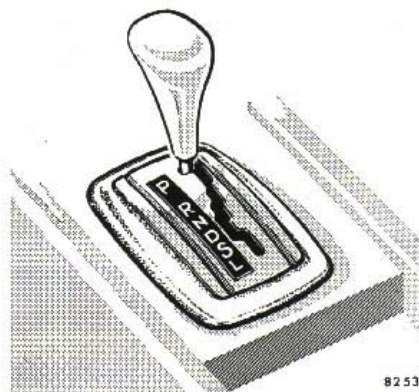
Test the service brake shortly after driving off.

Warm the engine smoothly. Do not place full load on the engine until the operating temperature has been reached.

Mechanical Transmission

See figure for gearshift lever positions corresponding to the individual gears.

Shift reverse gear only with the vehicle at standstill; pull gear shift lever out of detent and engage reverse gear shortly after declutching.



Do not exceed the maximum speed in the individual gears. See line markings on the speedometer.

Automatic Transmission

The automatic transmission facilitates and simplifies the handling of the vehicle. The individual gears are shifted automatically dependent upon selector lever position, vehicle speed and accelerator position.

Hint

If repairs are carried out on the vehicle with the engine running,

depress the parking brake pedal to the last possible notch and shift selector lever to position "P".

Starting

Shift selector lever to the desired driving position only when the engine is idling and the service brake is applied. Do not release the brake before moving off. The vehicle may otherwise start creeping when the selector lever is in a driving position.

Starting and Shifting Gears

Accelerator position

Partial throttle = early upshifting = normal acceleration

Full throttle = retarded upshifting = maximum acceleration

Depressing the accelerator beyond full throttle to kickdown position means downshifting to the next lower gear and thus maximum acceleration. If you ease up on the accelerator after having attained the desired speed, the transmission will shift up again.

Selector lever positions

The automatic gear shifting process can be adapted to specific operating conditions by means of the selector lever.

"P" Parking lock. The parking lock is an additional safeguard when parking the vehicle. Engage only when the car is stationary.

"R" Reverse gear. Shift reverse gear only with the vehicle at halt.

"N" Neutral. No power is transmitted from the engine to the rear axle. When the brakes are released, the vehicle can coast freely (to be pushed, towed or tow-started). Do not shift to neutral while driving.

"D" Drive. All gears are available. 1st gear can be engaged only by means of kickdown. Position "D" offers optimum driving characteristics in almost all operating conditions.

"S" Slope. Shifting up to 3rd gear only. 1st gear can be engaged only by means of kickdown. Suitable for moderate ascents and descents. As the transmission is shifted up to 3rd gear only, this position permits the utilization of the engine brake effect.

"L" Low. Shifting up to 2nd gear only. The vehicle starts out in 1st gear. For driving on steep grades, trailer operation in mountainous areas and very slow bumper to bumper driving with frequent stops. Independent of the accelerator position, 1st gear is available for a wider speed range. If the selector lever is briefly shifted to position "S" and then returned to position "L", second gear is shifted sooner at higher speed.

Do not exceed top speeds corresponding to the individual selector lever positions. Refer to speedometer markings.

Starting and Shifting Gears

Stop and go traffic

Shift selector lever to driving position "L" in slow bumper to bumper traffic with frequent stops.

Maneuvering

To maneuver in restricted area, e. g. when pulling into a parking space, control the car speed by gradually releasing the service brake. Accelerate gently and do not pump the accelerator. To rock a car out of soft ground (mud or

snow), alternately shift one forward gear range and the reverse gear at partial throttle.

Trailer operation

Do not allow the engine speed to drop to low at uphill gradients to prevent the engine from laboring at low RPMs. Depending on the degree of the incline, shift selector lever to positions "S" or "L" early enough to maintain engine RPMs within best torque range.

Stopping

For brief halts, e. g. at traffic lights, leave the selector lever in a driving position and control vehicle with the service brake.

For longer stops with the engine idling, shift selector lever to position "N".

When stopping the car on a slope, do not hold it by means of the accelerator but use the brake. This avoids superfluous heating of the transmission.

Braking

Always drive in compliance with the "Safety first" principle. The car's comfort can easily tempt you to underestimate the speed at which you are actually traveling. Condition yourself into keeping an eye on the speedometer needle, for high speeds demand increased stopping distance.

The more slippery and wet the road surface and the higher the speed, the easier the tires lose their anti-skid properties.

Decelerate, brake sensibly and avoid locking the wheels.

Do not allow your tires to wear down too far. With less than 0.118 in. (3 mm) of tread the nonskid properties of the tires are considerably reduced on a wet road.

For ice and snow covered roads we recommend M + S radial ply tires.

They may obtain a shorter braking distance than summer tires. The

braking distance on ice or snow, however, is still much longer than the one on a wet or dry road.

On long and steep descents, ease the load on the brakes by downshifting (shift selector lever to position "S" or "L").

After hard braking it is advisable not to switch off the engine right away but to drive on for some time so the air stream will cool down the brakes faster.

When driving in heavy rain for some time without applying the brakes, the first braking action may be somewhat retarded and increased pedal pressure may be necessary. For this reason, stay further away from vehicle in front.

Once in a while check the effectiveness of the system by fully applying the brakes on an open road (make sure the wheels will not lock). This will also improve the grip of the linings.

We recommend breaking in the parking brake prior to an inspection of the brake system specified by the law.

To do this, pull release knob and repeatedly exert moderate pressure on the pedal while travelling at low speed.

Have all inspections of and work on the brake system carried out by a MERCEDES-BENZ service station.

If the parking brake is released and the brake warning light in the instrument cluster comes on, either the brake fluid level in the reservoir is too low or the brake system is leaking.

Have brake system checked in a MERCEDES-BENZ service station as soon as possible.

Brake lining wear can be the cause of brake fluid shortage in the reservoir. Only install replacement brake linings recommended by us for the respective axles in pairs.

Safe Driving

Fuel Consumption

Fuel consumption very much depends upon individual driving habits and operating conditions. Extremely low ambient temperatures, operation in city traffic, driving over short distances or in hilly terrain, frequent acceleration and deceleration, etc. will result in increased fuel consumption. It is also increased when optional units are installed.

Engine Oil Consumption

Engine oil consumption can only be determined after a certain mileage has been covered. During the break-in period, higher oil consumption may be noticed and is normal. Frequent high engine speed operation will also cause increased oil consumption.

Charge Indicator

Should the charge indicator light fail to come on prior to starting when the key in steering lock is in posi-

tion "2" or should it fail to go out after starting or during the ride, this indicates a fault which must be repaired at a MERCEDES-BENZ service station as soon as possible.

Coolant Temperature Gauge

Due to the pressurized cooling system the coolant only starts boiling at a temperature of approx. 257° F (125° C) with an antifreeze-blended coolant fill protecting down to -22° F (-30° C) (see also "Fuels, Coolants, Lubricants, etc.").

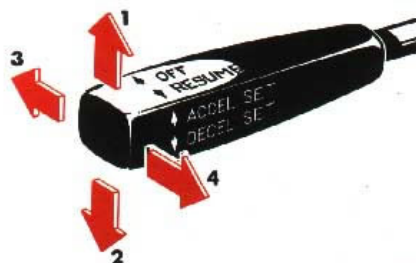
The coolant temperature may rise to the red marking in the case of high ambient temperatures and when travelling in mountainous terrain.

Oil Pressure Gauge

The oil pressure may drop at idle speed to 7.1 psi (0.5 kp/sq.cm) if the engine is at operating temperature. This will not jeopardize its operational reliability. Pressure must, however, rise immediately upon acceleration.

Emission Control

Certain systems of the engine and/or adjustments serve to keep the toxic components of the exhaust gases within permissible limits required by law. (Nevertheless, we urgently advise you not to let the engine run in a closed garage.) These systems, of course, will function properly only when maintained strictly according to factory specifications. Any adjustments on the engine should, therefore, be carried out only by qualified MERCEDES-BENZ technicians. The adjustments of the engine should not be altered in any way. Moreover, the specified service and maintenance jobs must be carried out regularly according to MERCEDES-BENZ servicing requirements. For details refer to emission Control and Maintenance Manual.



Cruise Control

Any given speed above approximately 25 mph can be maintained with the cruise control by operating the switch.

1 or 2 = Setting

Normally the vehicle is accelerated to the desired speed with the accelerator. Speed is set by

briefly pushing the switch to position "1" or "2", and the accelerator can be released.

The speed can be increased (e. g. for passing) by using the accelerator. As soon as the accelerator is released, the previously set speed will be resumed automatically.

1 = Accelerating

2 = Decelerating

If the set speed is to be increased or decreased slightly (e. g. for adaptation to the flow of traffic), retain switch in position "1" or "2" until the desired speed is reached. When the switch is released, the newly set speed remains constant.

3 = Cancelling

To cancel the cruise control, briefly push lever to position "3".

The cruise control will also be cancelled if the brake pedal is actuated or if the vehicle speed drops on steep grades by more than 12 mph below the set speed.

4 = Memory

If the lever is briefly pushed to position "4" when driving at a speed exceeding 25 mph that speed is resumed which was set prior to the cancellation of the cruise control.

Important:

When driving with the cruise control, the selector lever must not be shifted to position "N" as otherwise the engine will speed up.

The First 1,000 Miles

The more cautiously you treat your engine during the break-in period, the more satisfied will you be with its performance later on. Therefore, drive your vehicle during the first 1,000 miles at varying vehicle and engine speeds.

During this period, avoid heavy loads (full throttle driving) and high RPMs (no more than $\frac{2}{3}$ of maximum permissible speed in each gear) and do not force the engine to labor at low engine speed.

Shift down in good time!

On vehicles with automatic transmission, avoid accelerating by kick-down. It is not recommended to brake vehicle by means of manually shifting to a lower gear. We recommend to select positions "S" or "L" only at moderate speeds (for hill driving).

After 1,000 miles speeds may gradually be increased to the permissible maximum.

Special Operating Conditions

Winter Driving

Have your car winterized in a MERCEDES-BENZ service station before the onset of winter.

- Engine oil change: If no "year-round use" engine oil is used, fill with recommended winter oil. For viscosities and capacities refer to "Fuels, Coolants, Lubricants, etc."
- Antifreeze in coolant: Check antifreeze protection periodically. For capacity refer to "Fuels, Coolants, Lubricants, etc."
- Additive in the windshield washer system: Add MB windshield washer solvent to the water in the windshield washer system.
- Test battery: Battery capacity drops with decreasing ambient

temperature. A well charged battery ensures that the engine can always be started, even at low ambient temperatures.

- Tires: For the cold season we recommend M+S radial ply tires on all wheels. Adhere to authorized maximum speed legally specified for these tires.

Tire Chains

Tire chains are indispensable under unfavorable conditions (deep, freshly fallen snow on inclines).

Retighten newly mounted tire chains after a few miles of driving. Do not exceed permissible maximum speed of 40 mph. On clear roads remove the chains as soon as practicable. Adhere to the manufacturer's mounting instructions.

Special Operating Conditions

Starting at Ambient Temperatures Below +23° F / -5° C and with the engine cold (240 D)

Turn key in steering lock to position "2". Turn idle speed adjusting knob counterclockwise to the stop. Pull out preglow/starting knob to preglowing position and leave there for approx. 1 minute. Depress clutch pedal fully and accelerator approx. half of its travel. Pull out preglow/starter knob to the stop. Do not crank the engine for more than 30 seconds.

Should the engine then start firing, the starter may be engaged somewhat longer. Do not exhaust battery. After an unsuccessful starting attempt, allow battery to recover for 30 — 60 seconds.

Then preglow once more and repeat starting procedure.

After the engine has started, turn idle speed adjusting knob clockwise until the engine just idles smoothly.

At ambient temperatures below -4° F (-20° C), fully depress the accelerator three times prior to turning the steering lock key to position "2".

Starting at Ambient Temperatures Below +23° F / -5° C and with the engine cold (300 D)

Turn idle speed adjusting knob counterclockwise to the stop. Turn key in steering lock to position "2". After the preglowing control light has gone out, depress clutch pedal fully and accelerator at least half of its travel. To start the engine, turn key clockwise to the stop. Do not crank the engine for more than 30 seconds.

Should the engine then start firing, the starter may be engaged somewhat longer. Do not exhaust the battery. After an unsuccessful starting attempt, allow the battery to recover for 30 — 60 seconds. Then repeat the entire starting procedure.

If the engine fails to fire or stalls again, the preglowing control light may — depending upon the temperature — not light at all or only briefly

with the key in steering lock position "2". In this case preglowing nevertheless takes place. The preglowing interval should be approx. 1 minute, even if the preglowing control lights does not come on. After the engine has started, turn idle speed adjusting knob clockwise until the engine just idles smoothly.

At ambient temperatures below -4° F (-20° C), fully depress the accelerator three times prior to turning the steering lock key to position "2".

Traveling Abroad

Abroad, too, there is a widely-spread MERCEDES-BENZ service network at your disposal. If you travel into areas which are not listed in the index of your service station booklet, you should request pertinent information from your dealer.

Vehicle Care

MERCEDES-BENZ Maintenance System

Like any other technical equipment, the vehicle requires care and maintenance. Scope and frequency of maintenance work depend mainly on operating conditions which, in turn, may vary to a considerable degree.

A maintenance booklet is delivered with your car listing all the maintenance jobs that must be carried out after the following mileages:

- Once after 200 to 600 miles.
- Once after 3,000 miles.
- After 12,500 miles and thereafter every 12,500 miles, but at least once a year

We should also like to draw your attention to the hints contained in the maintenance booklet covering necessary lubrication services (every 3,000 miles), lubrication and brake inspections (every 6,000 miles), additional maintenance jobs (every 25,000 miles) and MB individual maintenance as required.

Renew brake fluid once a year, preferably in spring. Use only recommended brake fluids.

The vehicle must receive the prescribed maintenance and/or lubrication work at the specified intervals as listed in the maintenance booklet.

Verification of performance of such maintenance/lubrication work should be recorded in the spaces provided in the maintenance booklet.

The maintenance jobs are described in detail in a manual which you can order from your MERCEDES-BENZ service station.

A small sticker attached to the door post of the driver's door by the service station personnel is to remind you when the next maintenance service, lubrication and brake inspection or lubrication service is due.



Maintenance service



Lubrication and
brake inspection



Lubrication service

Severe Operating Conditions

In the case of severe operating conditions or heavy use mainly in city traffic or over short distances, frequent mountain driving, poor roads, dusty and muddy conditions, trailer operation, hard and sporty

driving, etc., it may be necessary to inspect e.g.

- the front axle brake linings
 - the tires
- at shorter intervals.

Any MERCEDES-BENZ service station will be pleased to give you expert and individual advice.

Engine Oil Change and Oil Filter Service

Every 3,000 miles, at least twice a year (spring and fall).

When the oil is changed the oil filter must always also be serviced (replacement of by-pass filter and cleaning of full-flow filter).

Under severe operating conditions or in case of excessive sulphur content of the diesel fuel (over 0.5 % by weight), have an oil change made every 1,500 miles without filter service.

Automatic Transmission — Fluid Change and Filter Change

To be carried out every 25,000 miles according to the maintenance booklet.

Under severe operating conditions have the automatic transmission fluid changed every 12,500 miles without filter change.

Spare Parts Service

All MERCEDES-BENZ service stations store the MERCEDES-BENZ original spare parts required for maintenance and repair work. Besides this bases are provided all over the globe intended to ensure the rapid supply of MERCEDES-BENZ original spare parts.

More than 200,000 different spare parts, even for rather old vehicle

models, are furthermore stocked in the central plant warehouses.

We warrant maximum operational efficiency and reliability as well as optimum retention of the vehicle value when MERCEDES-BENZ original spare parts are installed, as they are subjected to most severe quality inspections. Each part has been

specifically developed, manufactured or selected for and adapted to MERCEDES-BENZ vehicles.

For this reason, only MERCEDES-BENZ original spare parts should be installed.

Cleaning and Care of the Vehicle

In operation, your car is subjected to many external effects which are harmful to body and underside. Besides the often rather inclement and alternating weather conditions, air pollution, thawing salts, tar, flying gravel, bird droppings, fuels, lubricants, brake fluid, electrolyte etc. come into action.

Particularly unfavorable conditions, as for example in the vicinity of the ocean, in industrial areas (smoke, exhaust emissions), and in winter, may require specific preventive measures.

Have the car regularly inspected for damage caused by thrown up gravel or other mechanical influences. Damage should be repaired at the earliest possible date, particularly before the onset of the cold season.

We recommend you to repeat the standard body cavity preservation within the first year of operation.

We have selected car care products and compiled recommendations which particularly match our vehicles and which are constantly kept up to date. MB car care products are available at any MERCEDES-BENZ service station.

Their correct application is a prerequisite for the recognition of potential guarantee claims.

Deep scratches, deposits of industrial dust, stains caused by exterior effects and other faults which must be blamed on neglected or incorrect maintenance can sometimes no longer be removed with products for routine care. In such cases it is best to rely on the skill of your MERCEDES-BENZ service station.

The following is a review of the most important car care services and includes information on recommended MB care products as well as hints on important details.

Insect Removal

MB Insect Remover

Apply before washing the car.

Car Wash

Add MB Autoshampoo to the Water

The car should be washed in the shade, not in the sun.

Spray it with a dispersed jet of water. Direct only a very weak jet towards the ventilation intake. Use plenty of water and rinse sponge and chamois frequently. Rinse with clear water and leather down well with chamois.

If your vehicle has been washed in an automatic car wash, reclean, if required, the tail light recesses designed to avoid soiling. This is particularly advisable with respect to older generation washing systems.

In winter, thoroughly remove thawing salt residues as soon as possible.

When washing the car underbody, do not fail to clean the inner side of the disk wheels.

Tar Stains

MB Tar Remover

Quickly remove tar stains before they dry.

Windows

MB Window Cleaner

Use for heavy and oily soiling of windows. Clean windshield wiper blades with clean cloth and washing solution, replace blades once or twice a year.

Plastic (Vinyl) and Rubber Parts

MB Autoshampon as Washing Solution

Do not use any other solvents, do not oil or wax these parts.

Safety Belts

The webbing must not be treated with chemical cleansing agents but must be cleaned with clear luke-warm water and soap only. Do not dry webbing at temperatures above 176° F (80° C) or in direct sun radiation. Never bleach or redye webbing.

Steering Wheel and Gear Shift Lever

As Washing Solution Use MB Autoshampon, Neutralized Dish-washing Detergent or Soft Detergent

Wipe with cloth moistened in luke-warm solution. No scouring agents must be used.

Upholstery

MB Autoshampon as Washing Solution

Wipe leather upholstery with a damp cloth and dry thoroughly. Exercise particular care when cleaning perforated leather as its underside must not become wet.

MB Leather Care

For care and antistatic protection.

Paintwork

MB Polish, MB Gloss Preserver

Do not apply when the car is parked in the sun or when the hood is still hot.

The paintwork should be treated with MB polish about every three months.

MB polish will also retain the gloss and allow the removal of minor scratches from wooden parts.

MB gloss preserver protects the paintwork and will retain the original shine.

MB Touch-up Stick or MB Touch-up Paint Spray

For quick and provisional repair of minor paint damage.

MB Polishing Compound

To polish up heavily dirtied or weathered paintwork or to remedy minor paint damage.

Garnish Moulding (Chromium-Plated, Aluminium)

MB Chrome Care, MB Chrome Cleaner

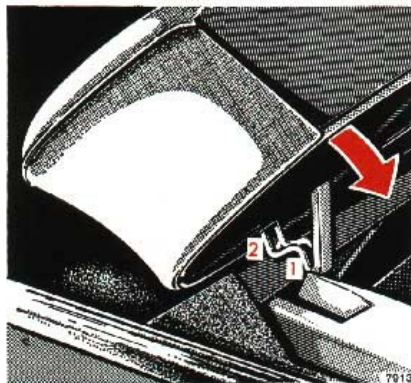
For regular cleaning and care of heavily soiled chromium plated parts.

MB Chrome Protective Wax, MB Chrome Protective Lacquer

For spray preservation in winter.

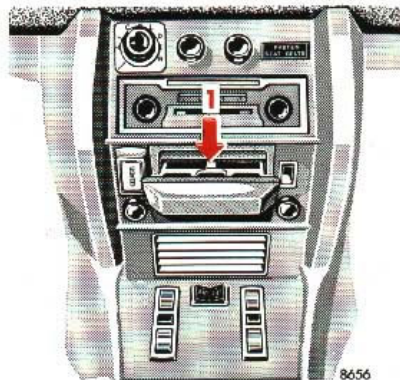
Practical Hints

Practical Hints



Rear Seat Cushion

To remove the rear seat cushion, lift and disengage it at the front on the left and right side (center arm rest of rear seat bench must be folded upward). To install the rear seat cushion, position it into the seat bench support (step 1). Push rear end of seat cushion firmly downward under the backrest of the rear seat bench until it bears against the floor panel. Press down and to the rear the front edge of seat cushion on the left and on the right until cushion is engaged (step 2).



Ashtrays

To remove front ashtray: Pull ashtray out as far as possible. Push down the spring (1) in the center and remove ashtray.

To remove rear ashtrays: Push the ashtray down while opening and remove.

Installation, front and rear: Position ashtray squarely and push in.

Vehicle Tool Kit

The tool kit is located in the trunk at the right-hand tail light.

Remove the spare wheel before taking out the jack.

Wheels and Tires

See any MERCEDES-BENZ service station for information on tested and recommended wheels and tires for summer and winter operation. They will also offer more advice concerning tire service, repair and purchase.

For tires refer to "Technical Data".

Mount newly acquired single tires on the front axle. It is advisable to break in new tires over a mileage of approximately 120 miles at moderate speeds.

Rotating wheels:

The wheels can be rotated according to the degree of tire wear while retaining the same sense of rotation. Rotation is recommended particularly when the vehicle is driven hard or when winter tires (M+S) are mounted. Rotating, however, should be carried out before the characteristic tire wear pattern (shoulder wear on front wheels and tread center wear on rear wheels) is visible as otherwise the driving properties deteriorate.

300 D:

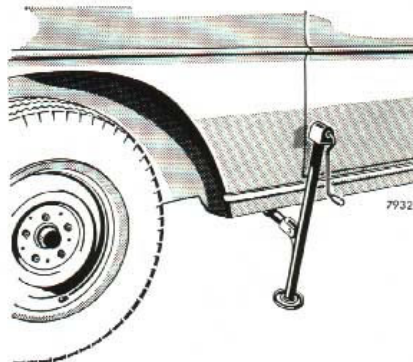
Caution: Use longer wheel bolts for light alloy disk wheels than those required for steel disk wheels (see illustration on page 58).

Thoroughly clean the inner side of the wheels any time you rotate the wheels or wash vehicle underside.

Check the wheel rims for damage at regular intervals. Dented, bent or corroded rims may cause pressure loss and damage to the tire beads. Have wheel rims derusted and repainted whenever the tire is replaced, at the latest, however, every other year.

Prior to mounting tires on light alloy disk wheels, always check rim flanges for wear.

Wheels Tires Changing Wheels



Changing Wheels

1. Press down parking brake pedal to the last possible catch.
2. With manual transmission, shift gear shift lever to 1st or reverse gears respectively, with automatic transmission, move selector lever to position "P".
3. Safeguard vehicle against rolling off by using chocks or similar. Place chocks under both opposite wheels (on downhill side), on a level road on both sides of the opposite front wheel when changing a rear wheel.

4. Insert the combination wrench in one of the trim ring slots and lever off the hub cap.
5. Using the combination wrench, loosen but do not yet remove the wheel bolts.
6. Clean jack supporting tube, if necessary. (Jack tubes are behind the front wheel houses and in front of the rear wheel houses.)
7. Insert jack arm into the tube hole up to the stop. Position the jack so that it will always be

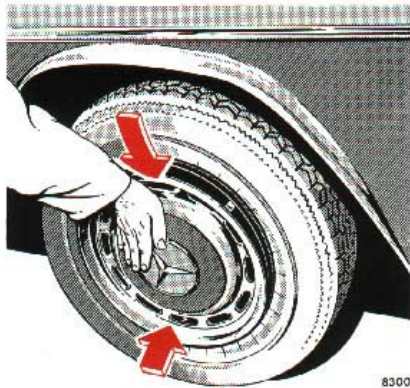
Observe wheel bolts!

- 1 For light alloy disk wheel only
- 2 For steel disk wheel only



vertical as seen from the side, even on inclines. Jack up the vehicle until the wheel is clear of the ground.

8. Then back out the wheel bolts. Protect bolt threads from dirt and sand. Remove the wheel.
9. Adjust the jack to allow the wheel to be slipped on without being lifted.
10. Slip on wheel (valve pointing downwards) and press it into the hub disk. Then screw in wheel bolts.



11. Lower car and remove jack.
Tighten the five bolts evenly by going around the wheel and tightening every other bolt until all the bolts are tight. Observe a tightening torque of 72 ft. lbs. (10 mkg).
12. To install the wheel trim ring, first insert the valve into the center slot between the two trim ring securing clips and press the trim ring against the wheel flange at this point. Then rest the two opposite clips on the rim and seat the trim ring by

firmly striking it towards the valve with the flat of the hand.

13. Rectify tire pressure.
14. Have damaged tires repaired immediately.

Tire Pressure

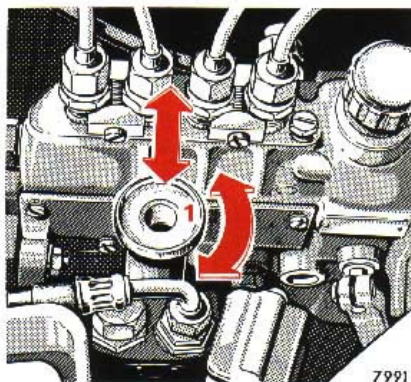
A table in the fuel filler flap lists the tire inflation pressures specified for summer and winter tires as well as for the varying operating conditions.

The listed tire pressures are minimum values offering good driving comfort. Increased tire pressures specified for

predominantly high speed operation also produce favorable handling characteristics in normal operation and are perfectly permissible. However, the ride of the vehicle will become somewhat harder.

Tire temperature and pressure increase with the vehicle speed. Tire pressure should therefore only be rectified on cold tires. Correct tire pressure in hot tires only if pressure has dropped below the data listed in the table and the respective operating conditions are taken into consideration.

Fuel System



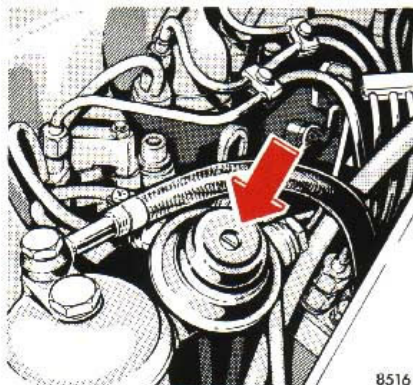
240 D

Bleeding the Fuel System

A completely bled fuel system is imperative for perfect engine operation. During operation the system is continuously bled via the overflow line.

The entire system must be bled when the car has been driven until the fuel tank was completely drained.

After refueling, start the engine, engaging the starter for about



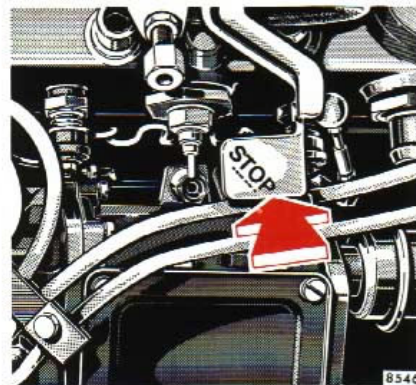
300 D

20 seconds until all the trapped air has been evacuated.

With a poorly charged battery the system must be bled manually.

Operate the primer pump until the injection pump overflow valve opens (rattling noise audible).

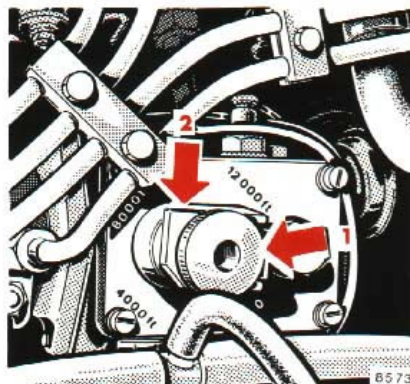
240 D: Disengage primer pump handle (1) prior to operating it (turn counterclockwise). Retighten after use.



300 D

Turning off Engine 300 D manually

Should the engine continue to operate in steering lock position "0" lift hood and push down shutdown lever marked "STOP" until the engine stops.



300 D

High Altitude Correction Device (300 D)

For operation in high altitudes (reduced air density and therefore increased smoking of the engine), the fuel injection pump is equipped with an altitude correction device.

With this device, the fuel/air mixture in the engine can be regulated to suit the different operating conditions at various altitudes.

In order to adjust the altitude correction device, open the hood and turn the knurled nut (1) on the fuel injection pump until the pointer (2) coincides with the required altitude marking.

Adjusting recommendations:

Up to approximately 2,000 ft.

= position 0 (lower stop)

Between 2,000 and 6,000 ft.

= position 4,000 ft.

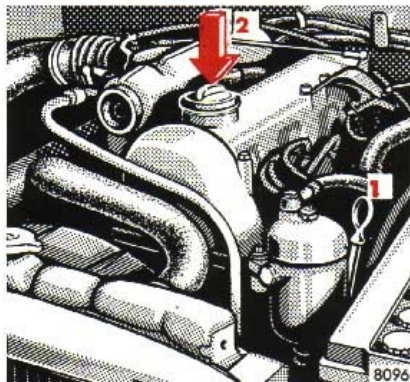
Between 6,000 and 10,000 ft.

= position 8,000 ft.

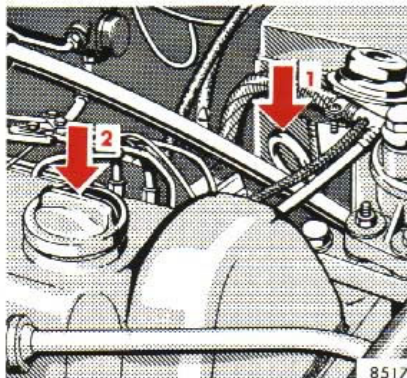
Above 10,000 ft.

= position 12,000 ft. (upper stop)

Checking Fuels Coolants Lubricants etc.



240 D



300 D

Engine Oil Level

- 1 Dipstick
- 2 Engine oil filler cap

After the engine has been shut off for a short period of time, check the oil level in the oil pan with the vehicle parked on level ground.

The oil level must be somewhere between the lower and upper dipstick marks (1); do not replenish in excess of the upper mark.

For viscosity and capacity see "Fuels, Coolants, Lubricants, etc..".

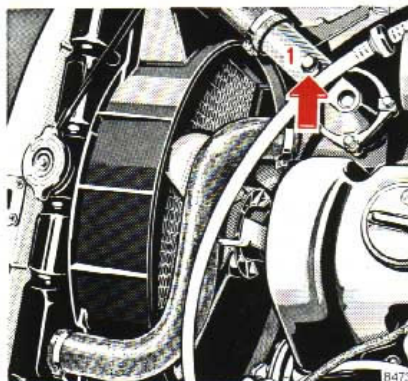


7447

Coolant Level

Remove radiator cap only if the coolant temperature is below 194° F (90° C). First turn cap to notch I to release excess pressure.

If the cap is removed immediately, hot coolant and steam will be ejected. To add cold water to a hot engine, it must be left idling. Hot water may be poured in with the engine cold or warm.

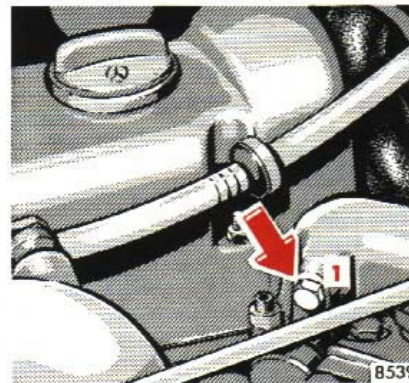


240 D

To be correct,

- the cold coolant level must reach the mark in the radiator filler neck,
- the hot coolant level must be about 0.4 in. (1 cm) above the mark.

The coolant drain plugs are situated on the R-H engine side and on the radiator bottom.



8539

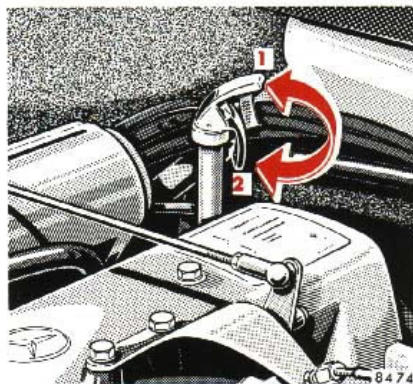
300 D

For antifreeze and corrosion inhibitors see "Fuels, Coolants, Lubricants, etc.".

Caution

To refill the radiator, one must remove the bleed screw (1).

Checking Fuels Coolants Lubricants etc.

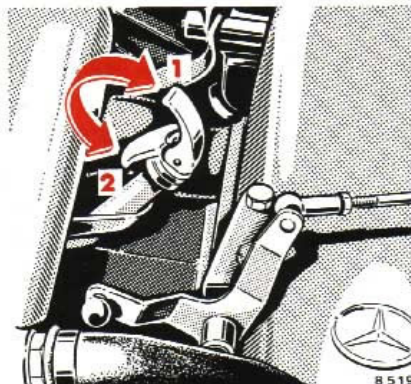


240 D

Automatic Transmission Fluid Level

At regular intervals, check the fluid level of the automatic transmission together with the engine oil level prior to every long trip, at the latest, however, after every 3,000 miles.

To check the fluid level, let the engine idle, engage the parking brake and move the selector lever to position "P". The unloaded car must be parked on level ground.



300 D

Before the check, permit the engine to idle for about 1 — 2 minutes.

Measure fluid level with the dipstick completely inserted and the locking lever released (1).

Exercise utmost cleanliness! To wipe the dipstick, use a clean and lintless cloth (preferably leather). To fill the transmission with fluid, only pour it through a fine-mesh filter into the dipstick

opening. Even the slightest impurity may cause operational troubles.

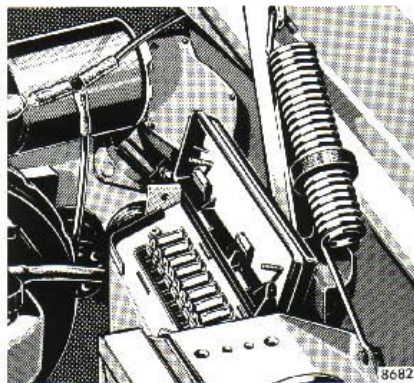
The oil level in the transmission is dependent upon the oil temperature. The maximum and minimum oil level marks on the dipstick are applicable references only if the transmission fluid has reached its normal operating temperature of 176° F (80° C).

If, however, the transmission fluid cools down to 68 — 86° F (20 — 30° C), which is the normal shop temperature range, then the maximum oil level will be approximately 1.18 in. (30 mm) below the minimum mark on the dipstick.

We stress this point because an oil change is normally performed when the transmission oil has cooled down to shop-temperature.

The fluid level must not exceed the dipstick maximum mark. Drain or siphon off excess fluid, if required.

Then push dipstick all the way in and swing locking lever downwards (2).



Fuses

The fuse box is located in the engine compartment.

A summary of the protected equipment is printed in the fuse box cover.

Further electrical equipment has separate fuses. Additional fuse boxes are accommodated in the engine compartment.

Fuses must not be repaired or bridged.

Spare fuses (observe amperage and color) are located in the vehicle tool kit.

Track down the cause of a short prior to replacing a burned-out fuse.

Battery

Check the battery electrolyte level about every 4 weeks, in summer and in tropical areas more often (depending on conditions).

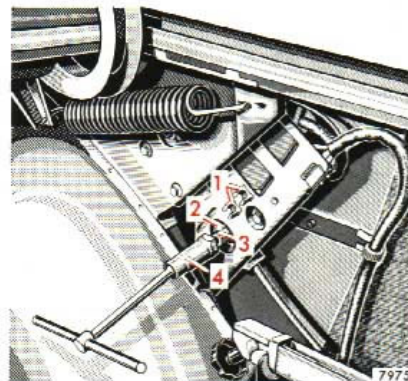
The electrolyte level must reach the cell markings.

Replenish only distilled water and do not use metal funnels.

Lubricate battery terminals with acidproof grease. Keep battery clean and dry.

Electric Sliding Roof Emergency Operation

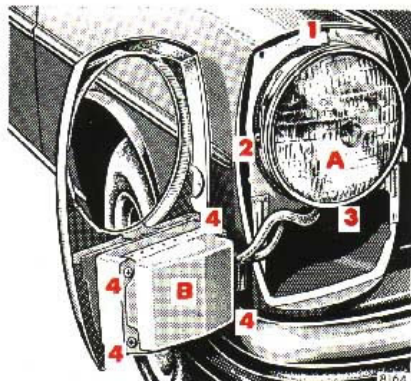
Should the electric drive become defective, the sliding roof can also be moved manually.



A manual drive (2) is provided on the drive motor (located in the trunk behind the spare wheel) for this purpose. By means of the adapter (3) held in bracket (1) on the mounting plate and spark plug wrench (4), the manual drive can be rotated and the sliding roof moved to the desired position.

To close the sliding roof, turn clockwise.

Electrical System

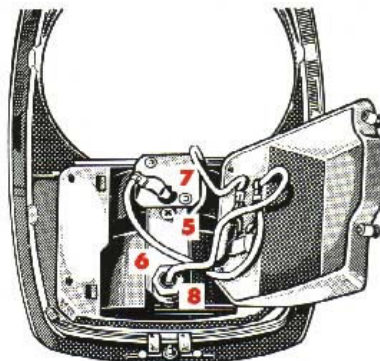


Replacing Bulbs

To remove push the bulb in and turn to the left, then lift the bulb out.

To install grip the bulb with a paper tissue or similar cloth, align the pins on the base of the bulb with the grooves in the bulb socket, push in lightly and turn to the right until the stop is felt.

Install only bulbs of prescribed wattage. Refer to "Technical Data".



8163

Headlight Aiming

Correct headlight aiming is of paramount importance to the road-worthiness of the car. Check and readjust headlights at regular intervals and invariably when a lamp has been replaced.

Front Lights

(Sealed Beam Version -
USA Specifications)

- A High and low beam
- B Turn signal light and parking light/standing light

- 1 Aiming screw - vertical adjustment
- 2 Aiming screw - horizontal adjustment
- 3 Retaining ring
- 4 Securing screw
- 5 Fastening screw
- 6 Lamp holder
- 7 Parking light / standing light
- 8 Turn signal light

Description and removal:

The number "2" type sealed beam unit for high and low beam (A), as well as turn signal light and parking light/standing light in the lower portion (B) are all located in once common housing attached to the front fender.

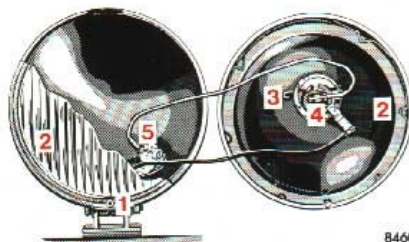
Loosen screw on lower portion of the unit and remove the ornamental rim together with the lower portion. The headlamp adjustment screws for vertical (1) and horizontal (2) adjustment will automatically be exposed.

Sealed beam unit: Push the retaining ring (3) and, at the same time, turn the ring left to the stop. Remove ring, sealed beam and contact plug. On installing a new sealed beam unit, be sure the embossed number 2 on the lens is at the center-top.

Lower unit: Loosen four screws (4) and remove cover. Loosen fastening screw (5) of lamp holder (6) and remove lamp holder.

Side Marker Lights

After loosening the oval head screw the housing can be removed and the bulb exchanged.



8460

Fog Lights

Loosen screw (1) on housing and remove lens with reflector (2). Detach retaining spring (3), remove bulb (4) and disconnect plug (5).

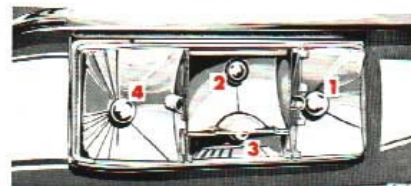
Tail Light Assembly

Loosen both the knurled nuts in the trunk, do not unscrew them completely. Loosen the lens by applying steady pressure to both the knurled nuts. Now unscrew the knurled nuts and detach the lens from the outside.

To replace the bulb, depress, turn left and pull out.



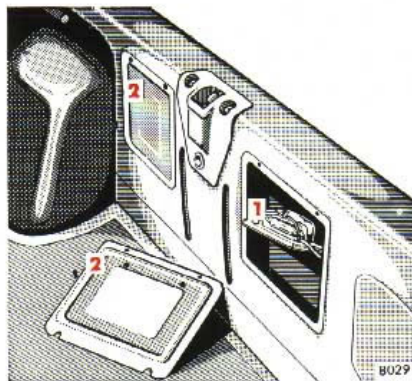
8431



8432

- 1 Stop light
- 2 Tail light/standing light
- 3 Backup light
- 4 Turn signal light

Electrical System



License Plate Lights

Detach cover (2) from rear center section in the trunk (2 clamping screws). Loosen license plate light (1) from outside (2 securing screws) and remove towards the trunk. Take off lens and replace bulb.



Courtesy Lights

To replace the bulb, press courtesy light slightly toward the left (1), lift off at right-hand side (2) and pull out to the right.

The same applies when removing the rear courtesy light.



Trunk Lights

Trunk light (1) is easily accessible when trunk lid (2) is open.

Indicator Lights and Instrument Lighting

Be sure to select the correct wattage when replacing a bulb.

Emergency-starting and Towing the Vehicle

Towing eyes are situated underneath the R-H front end and on the spare wheel through at the right rear. Use a towbar or a long rope.

Caution: Remember, however, that until the engine is running, the power steering and power brakes do not offer assistance and considerable additional effort is required to steer and stop the car.

Emergency Starting of an Engine (Tow-starting) in a Vehicle with Automatic Transmission

Turn idle speed adjusting knob counterclockwise to the stop. Shift selector lever to "N" and turn key in steering lock to position "2" (in addition on type 240 D, move preglow/starter knob to driving position). Have vehicle towed. Having attained a speed of 18 mph (if the transmission is very cold) and 30 mph (transmission warm), keep on driving at this speed for approximately 2 minutes to ensure sufficient fluid pressure in the transmission.

To crank the engine, shift selector lever to "L" (300 D - "S"). Touch the

accelerator only when the engine starts firing. As soon as the engine has started, immediately return selector lever to "N". Adjust idle speed. (On type 300 D only: it is important to allow the engine to idle for at least 3 minutes before starting off because the preglowing process starts when the key is in steering lock position "2" and is not immediately disrupted after the engine has been tow-started. During this time the preglowing process is cut out automatically).

If the engine has not fired after a few seconds, shift the selector lever from "L" to "N" to protect the transmission from damage.

For a new starting attempt, tow-start the vehicle for some time again with the selector lever in position "N" and repeat the starting procedure.

The same method can be used to start the engine in emergencies when rolling downhill.

Jump Starting with Auxiliary (Booster) Battery

Connect negative (-) terminal of booster battery to negative terminal

of battery in car. Connect positive (+) terminal of booster battery to positive terminal in car. If a battery of another car is used, the engine of the other car should be running at high RPM. After the engine is started, disconnect negative cable first and then the positive cable.

Caution: Do not use battery charger to start car since it can cause costly damage to the electronic components.

Towing a Vehicle with Automatic Transmission

The vehicle may be towed with the driving wheels on the ground and the selector lever in position "N" for distances up to 75 miles and at a speed not to exceed 30 mph.

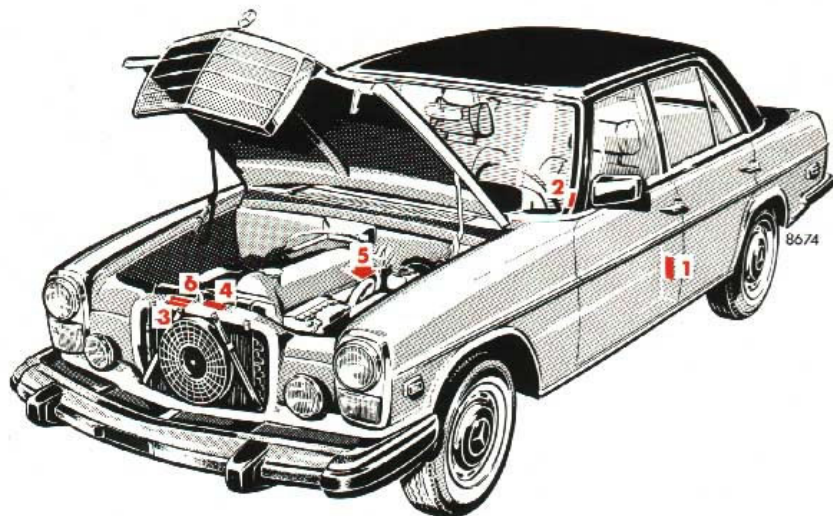
To positively avoid a possibility of damage to the transmission, however, we recommend to disconnect the drive shaft at the rear axle drive flange on any towing beyond a short tow to a nearby garage.

**Technical Data
Fuels Coolants
Lubricants etc.**

Identification Plates Vehicle Data Cards

When ordering spare parts please quote chassis and engine numbers.

With your MERCEDES-BENZ you receive two vehicle data cards listing all major vehicle data.



- 1 Certification Tag (left door pillar)
- 2 Identification Tag (left window post)

- 3 Chassis No.
- 4 Body No. and Paintwork No.
- 5 Engine No.
- 6 Emission Control Tag

Card No. 1 lists the key number and should on no account be left in the car. Submit this card to your MERCEDES-BENZ service station to request a replacement key in case of loss.

8507

Card No. 2 on which the key number was made illegible is kept in the service booklet. If you present it to the service station, you facilitate the processing of the order.

8508

Chassis type 115 117¹

Engine

Engine type OM 616

Work cycle Diesel four stroke

No. of cylinders 4

Bore 3.58 ins. (91 mm)

Stroke 3.64 ins. (92.4 mm)

Total piston displacement . . . 146.7 cu.ins. (2,404 cm³)

Compression ratio 21

Output acc. to SAE 62 net bhp

Max. engine speed 4,350 rpm

Valve clearance } Intake 0.004 in. (0.1 mm)

(cold engine) } Exhaust 0.012 in. (0.3 mm)

Injection order 1 — 3 — 4 — 2

V-belts:

Water pump — fan — alternator 9.5 x 960

Power steering 12.5 x 750

Air conditioning 12.5 x 1,375

Transmission

Design Synchro-mesh transmission

Standard 4-speed

Optional extra Automatic transmission

Steering System

Design Power steering

Disk Wheels — Tires

Disk wheels 5 1/2 J x 14 H 2

Summer tires:

Radial-ply tires 175 SR 14

Winter tires:

Radial-ply tires 175 SR 14 M + S

Electrical System

3-phase alternator 14 V / 55 A

Starter motor 12 V / 2.5 H.P.

Battery 12 V / 88 Ah

¹ The quoted data apply only to the standard vehicle. See a MERCEDES-BENZ service station for the corresponding data of all special bodies and special equipment.

Technical Data 240 D

| Bulbs | 12 V |
|-----------------------------|-------------------|
| High and low beams | Sealed beam |
| Fog lights | H 3 |
| Turn signal lights | 21 W (32 cp) |
| Stop lights | 21 W (32 cp) |
| Backup lights | 21 W (32 cp) |
| License plate lights | 5 W festoon lamp |
| Tail and standing lights | 10 W (4 cp) |
| Parking and standing lights | 4 W (2 cp) |
| Side marker lights | 4 W (2 cp) |
| Interior lights | 10 W festoon lamp |
| Glove compartment light | 5 W festoon lamp |
| Trunk light | 10 W festoon lamp |

Main Dimensions

| | | |
|---------------------------|------------|------------|
| Overall vehicle length | 195.5 ins. | (4,965 mm) |
| Overall vehicle width | 69.7 ins. | (1,770 mm) |
| Overall height (unloaded) | 56.7 ins. | (1,440 mm) |
| Wheel base | 108.3 ins. | (2,750 mm) |
| Track, front | 57.0 ins. | (1,448 mm) |
| Track, rear | 56.7 ins. | (1,440 mm) |

| | |
|----------------|-----------------------|
| Weights | See certification tag |
|----------------|-----------------------|

Speeds

| | |
|----------------------------------------------------|--------|
| Top speed: | |
| Mechanical transmission approximately | 86 mph |
| Automatic transmission approximately | 83 mph |
| Permissible top speeds (see speedometer markings): | |
| 1st gear | 22 mph |
| 2nd gear | 37 mph |
| 3rd gear | 61 mph |
| 4th gear max. | 90 mph |

Uphill Gradients²

| | |
|-------------------------|--------------------|
| Mechanical transmission | |
| 1st gear | 1 in 2.70 (37 %) |
| 2nd gear | 1 in 5.00 (20 %) |
| 3rd gear | 1 in 9.09 (11 %) |
| 4th gear | 1 in 14.29 (7 %) |
| Automatic transmission | |
| 1st gear | 1 in 2.27 (44 %) |
| 2nd gear | 1 in 3.13 (32 %) |
| 3rd gear | 1 in 7.69 (13 %) |
| 4th gear | 1 in 15.38 (6.5 %) |

² Vehicle loaded with two persons. Specifications for 1st gear obtainable on roads affording good grip.

Chassis type 115 114¹

Engine

Engine type OM 617
 Work cycle Diesel four stroke
 No. of cylinders 5
 Bore 3.58 ins. (91 mm)
 Stroke 3.64 ins. (92.4 mm)
 Total piston displacement . . . 183.4 cu.ins. (3,005 cm³)
 Compression ratio 21
 Output acc. to SAE 77 net bhp
 Max. engine speed 4,350 rpm
 Valve clearance } Intake 0.004 in. (0.1 mm)
 (cold engine) } Exhaust 0.012 in. (0.3 mm)
 Injection order 1 — 2 — 4 — 5 — 3

V-belts:

Water pump — fan — alternator 9.5 x 970

Power steering 12.5 x 750

Air conditioning 12.5 x 1,375

Transmission

Design Automatic transmission

Steering System

Design Power steering

Disk Wheels — Tires

Disk wheels 6 J x 14 H 2

Summer tires:

Radial-ply tires 185 HR 14

Winter tires:

Radial-ply tires 185 SR 14 M + S

Electrical System

3-phase alternator 14 V / 55 A

Starter motor 12 V / 2.5 H.P.

Battery 12 V / 88 Ah

¹ The quoted data apply only to the standard vehicle. See a MERCEDES-BENZ service station for the corresponding data of all special bodies and special equipment.

Technical Data 300 D

Bulbs

| | |
|-----------------------------|-------------------|
| | 12 V |
| High and low beams | Sealed beam |
| Fog lights | H 3 |
| Turn signal lights | 21 W (32 cp) |
| Stop lights | 21 W (32 cp) |
| Backup lights | 21 W (32 cp) |
| License plate lights | 5 W festoon lamp |
| Tail and standing lights | 10 W (4 cp) |
| Parking and standing lights | 4 W (2 cp) |
| Side marker lights | 4 W (2 cp) |
| Interior lights | 10 W festoon lamp |
| Glove compartment light | 5 W festoon lamp |
| Trunk light | 10 W festoon lamp |

Main Dimensions

| | |
|---------------------------|-----------------------|
| Overall vehicle length | 195.5 ins. (4,965 mm) |
| Overall vehicle width | 69.7 ins. (1,770 mm) |
| Overall height (unloaded) | 56.7 ins. (1,440 mm) |
| Wheel base | 108.3 ins. (2,750 mm) |
| Track, front | 57.0 ins. (1,448 mm) |
| Track, rear | 56.7 ins. (1,440 mm) |

Weights See certification tag

Fuels Coolants Lubricants etc. Capacities

Vehicle components and their respective lubricants must match.

Therefore use only brands tested and recommended by us.

Enquire at your MERCEDES-BENZ service station.

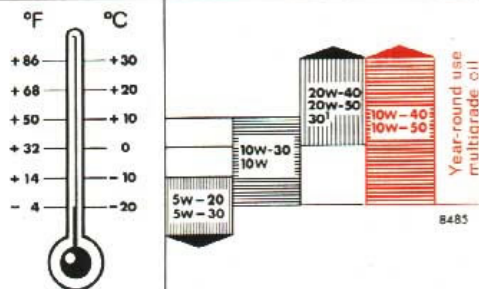
| | Type | Capacity |
|---------------------------|-------|-------------------------------------------------------------------------------------|
| Crankcase | 240 D | max. 10.6/8.8 US/Imp. pts. (5.0 l) min. 7.4/6.2 US/Imp. pts. (3.5 l) |
| | 300 D | max. 11.6/9.7 US/Imp. pts. (5.5 l) min. 8.5/7.0 US/Imp. pts. (4.0 l) |
| Oil filter | 240 D | 2.1/1.8 US/Imp. pts. (1.0 l) |
| Oil cooler | 300 D | 1.5/1.2 US/Imp. pts. (0.7 l) |
| Engine oil total capacity | 240 D | 13/11.4 US/Imp. pts. (6.5 l) |
| | 300 D | 14/12.3 US/Imp. pts. (7.0 l) |
| Oil bath air cleaner | 240 D | 0.74/0.62 US/Imp. pts. (0.35 l) |

Fuels, coolants, lubricants, etc.

Recommended engine oil

Ambient temp.

SAE grades



SAE 40 may be used if ambient temperatures constantly exceed +86°F (+30°C).

Fuels Coolants Lubricants etc. Capacities

| | Type | Capacity | Fuels, coolants, lubricants, etc. |
|----------------------------|----------------|---------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------|
| Mechanical transmission | 240 D | 3.4/2.8 US/Imp. pts. (1.6 l) | Automatic transmission fluid (ATF), Dexron type |
| Automatic transmission | 240 D 300 D | Initial fill: 12.9/10.7 US/Imp. pts. (6.1 l) Fluid change: 10.2/8.5 US/Imp. pts. (4.8 l) | Specially tested and recommended automatic transmission fluid (ATF), Dexron type |
| Rear axle | | 2.1/1.8 US/Imp. pts. (1.0 l) | Hypoid gear oil SAE 90 |
| Accelerator control system | | | Specially tested hydraulic fluid |
| Power steering | | 3/2.5 US/Imp. pts. (1.4 l) | Automatic transmission fluid (ATF), Dexron type |
| Front wheel bearings | | 2.5 oz. each, approx. (70 g each, ca.) | Multipurpose or antifriction bearing grease |
| Grease fittings | | | Multipurpose or lubrication grease |

Fuels Coolants Lubricants etc. Capacities

| | Type | Capacity | Fuels, coolants, lubricants, etc. |
|-----------------------------------------------------------|----------------|---------------------------------------------------|-------------------------------------------------------------------------------------------|
| Door locks | 240 D 300 D | | Special grease |
| Battery terminals | | | Bosch special grease |
| Brake and (with mechanical transmission) clutch reservoir | | 1.1/0.9 US/Imp. pts. (0.5 l) | Brake fluid |
| Windshield washer system | | approximately 4.2/3.5 US/Imp. pts. (2 l) | Water plus MB windshield detergent |
| Fuel tank | | approximately 20.6/17.2 US/Imp. gal. (78 l) | Diesel fuels acc. to ASTM D 975, grades 1 and 2 as well as VV-F-800a grades 1 and 2 |
| Cooling system | 240 D | 21.1/17.6 US/Imp. pts. (10.0 l) | Coolant |
| | 300 D | 22.8/19.0 US/Imp. pts. (10.8 l) | |

Engine Oils

Engine oils are specifically tested for their suitability in our engines. Therefore, use only engine oils recommended by us. Information on recommended brands is available at any MERCEDES-BENZ service station.

A new or reconditioned engine is filled with an initial operation oil in the factory or in a MERCEDES-BENZ service station. This oil is specially developed for the specific operating conditions during the first 200 — 600 miles.

A recommended engine oil may be used for topping up if the oil level drops of the dipstick minimum mark prior to the first service (200 — 600 miles).

Diesel Fuel

Use only commercially available vehicular diesel fuels.

Change engine oil in compliance with section "Engine Oil Change and Oil Filter Service" if diesel fuels are used whose sulphur content exceeds 0.5 % by weight. Marine diesel fuel, heating oil or the like must not be used.

At very low temperatures the fluidity of diesel fuel may become insufficient due to paraffin separation.

To avoid malfunctions, diesel fuels of a lowered cloud point are marketed during the cold season.

If winter diesel fuel is used, there will hardly be any malfunctions at outside temperatures reaching as low as +3° F (—16° C).

Varying with the temperature, add a certain quantity of kerosene if only summer diesel fuels or less cold resistant winter diesel fuels are available or if temperatures drop below +3° F (—16° C).

If regular gasoline does have to be added, its proportion should not exceed 30 %. Premium fuels are not be used.

Depending on the quantity of supplementary fuels added, the engine performance may drop proportionally. Considering the prevailing temperature, keep the amount of supplementary fuels added to a minimum.

Brake Fluid

The boiling point of the brake fluid continuously drops in the course of the operating time due to the pick-up of moisture from the atmosphere. Vapor bubbles may thus be formed in the brake system in case of very hard braking. The brake fluid should for this reason be renewed annually, preferably in spring.

Use only recommended brake fluids. Refer to your MERCEDES-BENZ service station for information.

Coolants

The coolant is a mixture of coolant and antifreeze. In the works the coolant is blended with antifreeze offering protection to approx. -22°F (-30°C). The coolant temperature gauge in the instrument cluster is matched with it and corrosion inhibition in the cooling system is ensured at the same time.

The coolant remains in the cooling system all year round and must be renewed after 2 years at the latest. This applies also to trailer operation, hard driving and to vehicles driven in tropical countries.

If coolant is lost due to a leak in the cooling system, replenish with water and antifreeze. Water will do for normal replenishment (necessitated by water evaporation).

Antifreeze in the coolant should ensure minimum protection to -4°F (-20°C).

If no antifreeze is available, add a chemical treating agent to the cooling water, do not use more than 1 % (10cu. cm./l) of a recommended treating agent.

Without antifreeze the coolant already starts boiling at approx. 244°F (118°C).

Antifreeze

Prior to the onset of the cold season, check the coolant for its resistance to cold. Repeat this check during the cold spell. Regular testing of the antifreeze concentration is carried out only at each MERCEDES-BENZ maintenance service.

Any MERCEDES-BENZ service station will readily advise you on recommended antifreeze brands.

| | 240 D | 300 D |
|---------------------------|---------------------------------|----------|
| Protection up to | Antifreeze US/Imp. pts. (liter) | |
| -4°F | 7.4/6.2 | 7.9/6.7 |
| (-20°C) | (3.5 l) | (3.75 l) |
| -22°F | 9.5/7.9 | 9.9/8.3 |
| (-30°C) | (4.5 l) | (4.75 l) |
| -40°F | 11.1/9.2 | 11.6/9.7 |
| (-40°C) | (5.25 l) | (5.5 l) |

Service-Literature

Customers who are interested in obtaining service literature for their vehicles are advised to contact our subsidiaries in the U.S. or Canada at the following addresses, respectively

for U.S.A.: Mercedes-Benz of N.A. Inc.
One Mercedes Drive
P.O. Box 350
Montvale, New Jersey 07645
Att: Technical Literature
Tel: (201) 573-0600

for Canada: Mercedes-Benz of Canada
849 Eglinton Ave., East
Toronto 17, Ont., Canada
Att: Service Department
Tel: 416-425-3550

The above companies will be happy to handle any such requests from customers.

We consider this to be the best way in obtaining accurate information for your vehicle.

Printed in Germany

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